



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Web Site: www.dispatcher.org

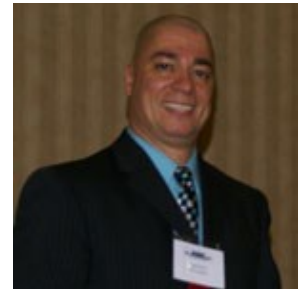
Spring 2017

A Note from the President

Dear Members,

Do you remember why you started working for an airline? Was it because you wanted unlimited access traveling the world or was it to experience different cultures, visit distant family members, and enjoy international cuisine?

Did you dream of being a pilot, aircraft dispatcher, ATC controller, or flight attendant? As a young kid, I myself was drawn by everything and anything to do with airplanes! I often asked my grade school teachers what classes were needed to work for a major airline. In high school, my business class teacher's wife was a flight attendant for Eastern Airlines. As I gained more insight from Mr. Stampers wife, I often wondered why most colleges didn't offer more information on airline careers? Now there is a venue that offers this valuable information lacking for a head start towards planning an airline career.



Aviationworks4u.org was formed with collaboration from ALPA, ADF, AFA, NATCA, along with other organizations to inform, educate, and advocate for aviation careers. This project will grow to add many other airline occupations promoting our industry which infuses 1.2 billion to US's economy yearly. We all have seen the recent bad news, videos involving airlines, crew members and fellow employees. This is a perfect opportunity to promote the “good” within our industry and those occupations available for those who are interested. After all, it's not all bad news for us currently employed airline employees!

Joe

© 2017, Airline Dispatchers Federation, Inc. All rights reserved.

The Airline Dispatchers Federation is an all-volunteer organization representing the professional interests of its dispatcher members in North America and throughout the world.

ADF partners with Aviation Works 4U

ADF has recently teamed up with Aviation Works 4U in an effort to be an invaluable dispatch resource to the aviation community.



www.aviationworks4u.org

You're article could be here!

ADF welcomes articles from members for our newsletters.

Do you have an exciting topic you would like to share with your dispatcher colleagues?

Send in an article to newsletter@dispatcher.org

If including pictures please make sure they are common use / public domain or supply a statement from the pictures owner that we have permission to use it.



 russbassett



KCM (Known Crew Member)

ADF has met with TSA officials last month trying to solve the KCM access issue for all aircraft dispatchers. There is no timetable for a resolution; however until this issue gets resolved, ADF suggest dispatchers apply for “Global Entry”, “TSA Pre-check” or utilize “Employee” dedicated lines at hubs (where available), and remember to arrive early for your travels!

ADF continues to be a SME for the dispatch profession at NextGen meetings monthly in Washington DC. The NACSC (NextGen Advisory Committee Sub Committee) is a very important group to be part of insuring Aircraft Dispatchers remains part of the NextGen’s development processes.

Your ADF Board is committed to give insight into our profession/craft to other agencies offering suggestions, ideas, and solutions to help build a better product in NextGen. ADF EVP John Schwoyer (AAL) and ADF VP Industry Relations Larry Merchant (SWA) are Primary and Secondary contacts involved with this group.

Learn more about Next Gen by clicking the logo below.



Eventide®

ADF Elections:

Nominations are ongoing for two ADF executive board positions. (ADF President and ADF Treasurer)

At ADF's winter business meeting (ATL 21JAN17) John Schwoyer (AAL) was nominated for ADF President and Mike Timpe (Horizon) was nominated for ADF Treasurer.

At our ADF Spring Business Meeting (LAS 20MAR17) Catherine Jackson (SWA) was nominated (via email) for ADF President.

Both elected terms begin January 1, 2018 thru December 31, 2019.

Nominations for both positions will continue until the beginning of our October 2nd, 2017 ADF business meeting in Dallas Texas.

Those interested in these positions can email potential candidates to ADF's President or nominate them at one of our quarterly business meetings. (July 22 ORD, or Oct 2 DAL)

Voting for both available positions will take place in Dallas Texas October 2, 2017. (just prior to the start of our meeting) and absentee ballots for ADF's 12 delegates will begin after July 22nd 2017.



ADF Membership:

ADF currently has close to 2260+ members and continues to grow as an organization.

Virgin America will be fully vested after the completed merger (Alaska—Virgin America) and ADF has plans to meet with FEDEX this summer.

ADF's cost structure remains the same...

Regular and/or International Membership is \$30.00, Students \$15.00, and Retirees at \$5.00

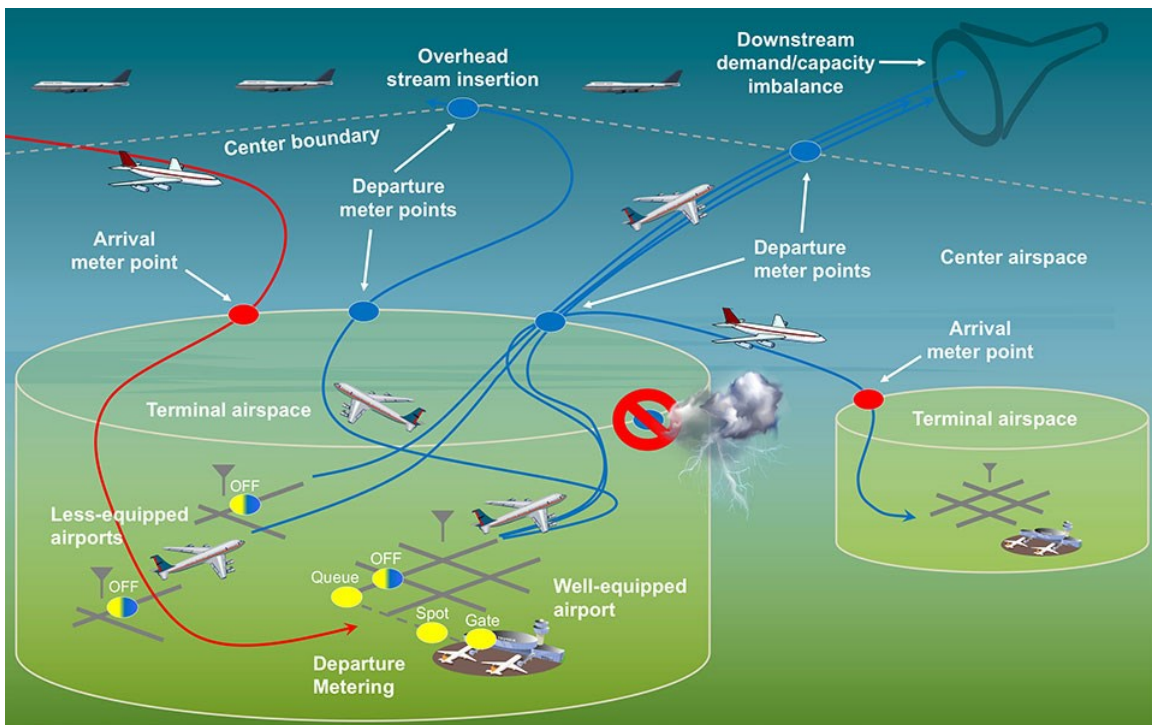


Sabre

Check out the ATC project from the NASA Ames Research Center on reducing delays in the NAS.

This demonstration is part of the Metroplex study that the ADF has been assisting with.

Included on their website is a video explaining the project.
Click picture to be redirected.



consoles you can count on

ADF Safety Summit 2017

ADF's 2017 Safety Summit will take place in Dallas Texas October 2nd 3, 4, 2017 and is sponsored by Southwest Airlines.

ADF is excited to have the following confirmation for our first industry Airline VP Leadership Panel discussion. This VP panel discussion with leadership from various airlines operations will give those ADF Summit members in attendance an opportunity to dialog about deficiencies concerning Aircraft Dispatchers including: office professionalism, dispatch workload, office environment, future planning, and other important operational processes that need attention.

Airline VP Panel Discussion

Date: Tuesday October 3rd, 2017 Time: 0900-10:30 (90 Minutes.)

Moderator: Oliver Wyman Consulting Group

Panel Participants:

Lorne Cass, VP IOC, American Airlines

Dave Holtz, Sr VP OCC, Delta Airlines

Matt Hafner, VP NOC, Southwest Airlines

Tracy Lee, VP NOC, United Airlines

Paul Tronsor, VP GOC, FedEx.

[Check ADF's website](#) for more information on registration, host hotel, speaker's, etc.

ADF's Safety Summit is a great way for ADF members to ask questions about industry concerns, network with industry professionals, fellow dispatchers, and see that latest products offered by vendors in attendance.... And best of all,

IT'S FREE TO ALL ADF MEMBERS! (If registered before September 1st, 2017)

We hope you join us in Dallas Texas October of 2017!



9/11 Aircraft Dispatcher Documentary at Upcoming Summit

ADF's Jake Zelman to present 9/11 Aircraft Dispatcher Documentary at upcoming summit.

While numerous stories have been presented about the fateful events on 9/11, never before has the story of the aircraft dispatcher's actions on that day have been told. "9/11: Voices of the Aircraft

Dispatchers", is a video documentary, close to an hour in length, that portrays the first-hand account of five aircraft dispatchers and their respective roles on 9/11. Join ADF, at the annual Safety Summit in Dallas in October, as Jake will debut his piece.

Avtec's Scout™ Forms the Heart of American Airlines' New Integrated Operations Center

Measured by sheer numbers, American Airlines' new Robert W. Baker Integrated Operations Center (IOC) in Fort Worth, Texas is an impressive achievement: 150,000 square feet of concrete, steel and glass, wired with 2,800 miles of high-tech cabling, glittering with the flicker of 40 individual 80-inch flat screen monitors and unifying 1,600 operations employees who previously worked for two distinct airlines. But – for the 232 employees who sit before American's state-of-the-art Avtec Scout™ VoIP dispatch consoles – benchmarks are measured one at a time: successfully getting each individual consumer, on their individual flight, to an individual destination – on time, and safely. Including the 150-plus consoles that stand at the ready in the back-up center, Avtec's Scout deployment at the new American IOC represents the heart of a communications system that keeps American flying.

Scout allows dispatchers to be in constant communication with all of the airline's varied personnel – whether they be ground crew, maintenance or the pilot in command. This delicate balance ensures that American's 6,700 daily flights worldwide are supported, every step of the way, from gate to gate.

Flipping the switch on any new facility is a complex challenge in itself – and adding the integration of associates from the former US Airways, who also needed to gain training on American's new dispatch equipment, would seem a hefty challenge. But Avtec – working together with its longtime partner, American – helped the airline rise above the challenge.

"The technology is working flawlessly," American CEO Doug Parker told CNBC shortly after the switchover. "We did all of this without one blip in the operation. This is just one more example about taking these two airlines and making the greatest airline in the world."

Flight dispatchers – the unsung heroes of the airline industry – have an equal share – along with the pilot-in-command – of the responsibility for the safety of every single flight that they manage. Many of these dispatchers say they could not do their job as effectively if it wasn't for Avtec's Scout, the dispatch console of choice for six major U.S. airlines. Dispatchers cite its reliability, ease-of-use, and 100 percent uptime as their favorite attributes. A loss of communications at any point could mean substantial delays in ground and flight operation. Plus, Scout's highly configurable and intuitive interface can instantly adjust to the airline's particular workflow.

"They manage a complex system of people, airplanes, airports, facilities, and airspace to ensure our customers get where they're going safely and on time, every time," Parker said, of the IOC's dispatching team, to the Dallas Business Journal. "We are extremely proud of them and the work they do here." Most critically, Avtec has integrated support of the ED137 protocol for air to ground radios into its Scout aviation configurations. Given the size of airline operation centers like the IOC at American Airlines, Avtec's enterprise management tools and the ability to scale to large installations is an essential capability.

Other benefits of Scout for aviation environments include:

Superior Design

- ☐ Integrates with standard components
- ☐ Supports multiple radio standards
- ☐ Simple, customizable GUI screens
- ☐ Flexible, IT-friendly architecture
- ☐ Automatic failover minimizes downtime
- ☐ Supports dispatcher collaboration

(Continues on the next page.)

(Avtec—Scout Continued from previous page)

Enterprise-wide Value

- ☐ Reduce training requirements
- ☐ Improve flight operations
- ☐ Increased efficiency
- ☐ Simplify upgrade and migration
- ☐ System support from anywhere on the network
- ☐ Statistical reports

Operational Control

- ☐ Integrated, one-touch access to:
 - o Radio and telephone line pads
 - o Ramp operations
 - o Maintenance operations
 - o Meteorology
 - o Web tools
 - o Desk-to-desk intercom
 - o MED-Link patching

Though American has been moving employees into the new facility since late last summer, it wasn't until Sept. 15, 2016 that American signaled the beginning of its new era in coordinated communications with a grand ribbon cutting attended by a host of VIPs, including Avtec President and Chief Executive Officer Michael Branning.

American Airlines Robert W. Baker Integrated Operations Center By the Numbers:

- ☐ Total Avtec Scout Consoles: 382+
 - o 232 permanent seats in main IOC
 - o 150+ seats in the back-up center
- ☐ The building is roughly the size of 2.5 football fields
- ☐ Operates continuously, 24/7/365
- ☐ Built to withstand winds associated with an EF3 Tornado (165-185 miles per hour)
- ☐ Manages more than a million flights per year and 700,000 customers each day
- ☐ Total construction cost – \$88 million
- ☐ 2,800 miles of media cabling installed, equivalent to 1.7 million linear feet
- ☐ 40 individual 80-inch large screen televisions installed in control center

About Avtec, Inc.

Avtec, Inc. provides pure Internet Protocol (IP) dispatch console solutions for the transportation, public safety, utility, business & industry, and government markets. Since 1979, customers have chosen Avtec's award-winning technology for their mission-critical dispatch centers. Today, Avtec's Scout™ Voice over Internet protocol (VoIP) consoles are deployed worldwide. Visit www.avtecinc.com to learn more.



avtecinc.com | 803.358.3248 / consoles you can count on

Information*Overload*–*A*threat*to*safety*

The amount of data that needs to be processed as part of flight planning and flight preparation has increased steadily over the past few years while the time available to do this became increasingly shorter. A look at NOTAM briefings shows a high number of NOTAM for a flight, in some cases 50 Pages or more – a consequence of poor NOTAM quality making an adequate filtering impossible on the user's end. With such a big volume of data there is a high risk of missing some vital information.

At the same time, a substantial part of that information bears no operational significance to the flight. Tailoring the NOTAM data to the specific flight could provide just the information required for the execution of the flight. Thus, a significantly shorter NOTAM briefing requires less time to read and lowers the risk to overlook important information.

Delivering significant NOTAM only is what Skyguide's SmartNOTAM service is designed to do. The service will provide the user with the advantage to tailor NOTAM data for the flight dispatch, flight preparation or other functions related to flight operations. A shorter, more concise NOTAM with standardized ICAO abbreviations, QMcodes reflecting the subjects in the NOTAM text and, if present, a machine readable schedule when the NOTAM is active will be provided. For each NOTAM all this is made available as a well defined XML message enabling different applications to provide a smarter presentation of NOTAM to the user, like priority grouping of subjects, sorting or highlighting important keywords for better readability.

SmartNOTAM are produced by experienced Aeronautical Information Management experts. Reprocessing standard NOTAM as published by NOTAM offices worldwide. Reprocessing includes editing the NOTAM text using standard ICAO abbreviations and codes without changing the operational significance, rectifying the QMline to represent the subject and condition addressed by the NOTAM text and converting a schedule, if present in the NOTAM, to a machine readable format.

If a text addresses more than one subject, additional subject conditions are added. These steps increase the quality to a level that allows a more precise filtering and smarter presentation of the NOTAM for a specific operation. Only a few definitions, specific to the user's requirements, are required beforehand. At first, a coverage area needs to be defined followed by defining the criteria catalogue and elaborating specific business rules. The coverage area is a list of frequently used aerodromes by the operator for which SmartNOTAM should be produced. FIR NOTAM are processed to SmartNOTAM by default. The criteria catalogue is the comprehensive list of subject and condition pairs (Q codes) that is used to define those relevant to the user's operation. For each pair more than one or more classifications can be assigned. The classification can then be used to filter the NOTAM database thus reducing the result to only those NOTAM you are interested in. The rules allow us to address special operational requirements the user may have.

Performing these three steps will enable SmartNOTAM processing according to specific individual Operational requirements. The smarter NOTAM solution designed to increase safety and with a focus on the provision of high quality information. For further information, contact Andreas Luescher at aim.marketing@skyguide.ch or by phone +41 43 931 6232.

We will be happy to discuss SmartNOTAM with you.



WHAT WAS IT LIKE IN THE DAYS BEFORE DISPATCHERS ?

This letter was forwarded to ADF by an unknown source. It appears to be a letter from one airline captain to another recalling an aircraft accident involving a United Air Lines Boeing 247. This operation was conducted in the days preceding the regulations requiring aircraft dispatchers.

We left Chicago at 5:00 PM on May 29, 1934 and I headed for our first stop at Cleveland. We were supposed to go on to Newark but the weather there was lousy and had been all day. Since it was the copilot's duty to check the gas before departure (stick the tanks) and thinking we might need all the gas we could get, I filled the tanks - ran them over - to be sure they were full (268 gals). Night had fallen by the time we left Cleveland. I was at the controls and Johnny, the other pilot, requested clearance to Albany, N.Y. for better train connections for the passengers to New York. I headed for the Cleveland to Albany airway over to my left to follow the (airway) beacon lights to Albany. Johnny went back in the cabin and stayed quite a while taking to the passengers. At a point up the line to Albany, Johnny came up to listen to the weather broadcast. We were near the north-south airway that crossed our route about 50 miles northwest of Newark. The weather at Newark on that broadcast was better than planned, 600 - 1/2. Johnny signaled me to head for Newark. When we got down to the Newark range marker, Johnny reported our position over that range. That surprised everyone at air traffic, for at that time we should have been nearing Albany. Johnny took the airplane and as we approached Newark, the weather was down again. Newark had centerline runway lights and I think they were 200 feet apart. Johnny did a good job on each approach. He would let her right down to the ground but on each try was off to the left side of the lights because of the strong winds there that night. I had my head out the side window and could see only one light - dimly - at a time. Also we could not stay down there too long because hangars were close to each side of the runway and at the other end. On each pullout, the red hazard light on our hangar showed up much too close right off my wing tip.

After the fourth attempt, we had to give up and go back up on top. The tops were 1200 ft, clear above with stars and moon out. The Empire State building was sticking out like a sore thumb. It was beautiful up there. We were now on our last tank of gas with 36 gallons left. I had pumped the other two tanks dry. As I remember, those engines used about a gallon a minute, (Boeing 247, NC13334) so we had 36 minutes to do something. At about the 15-gallon mark Johnny started letting down slowly, hoping to get underneath. He looked for a flat area - apple orchard or corn field - we couldn't be fussy about an airport. I had my head out my side window, looking for breaks or a field or anything, when I noticed what appeared to be "white caps" *behind* the prop on my side! I thought we were out over the Atlantic, running out of gas, and I couldn't swim. I checked the altimeters and they showed 900ft. It then dawned on me that the "whitecaps" were the undersides of tree leaves. I horsed back on the wheel and we busted out on top again at 1200 feet. That was a narrow escape - but we had more coming. I then suggested to Johnny that we turn 90 degrees to the coast and maybe we would run off (the edge of) the overcast and find an open field. We headed northwest but as far as we could see it was overcast. Now we were down to 4-5 gallons.

Johnny started letting down slowly again - we didn't know what the hell was under us. Finally, I saw lights below under the clouds. - We were over a town. Johnny took a quick look and told me to kick out a flare. In just seconds the flare landed among a lot of houses. We went ahead for a minute and Johnny asked for the other flare. It wouldn't release. We had hit something that had partially closed the tube the flare slides out through. (We found out later we darned near knocked over a church steeple in this little town - which was Bethel, Conn. - 70 miles northeast of Newark). By then we were down to 1 or 2 gallons of gas - nothing to do but level off - go straight ahead and get away from this town. Finally, after just a few seconds, the fuel pressure lights came on. I pulled my head back in - "might as well hang on to it as long as possible", I thought. We said so long to each other - Johnny slowed her down as much as possible and the last thing I remember was seeing tree branches going by the right landing light which was turned on. When I "came to" it seemed as quiet as a vacuum. My first thought was, "This trip is over".

(continued next page)



(continued from previous page)

We had crashed 18 minutes after midnight, May 30, 1934. The tail section broke off behind the cabin door. It had whipped around and turned upside down. The end of the stabilizer leaned right up to the cabin door, so the passengers could slide right down it to the ground. We woke up this little town and a lot of people came over to the wreck and hauled the people over to Danbury, Conn. Hospital, 3 or 4 miles away.

That wreck, I think germinated a few ideas - like having an alternate before takeoff - reserve fuel - to get there, landing minimums and **dispatchers** to watch out for us. When landing back then, if I remember correctly, we had no minimums - if you could get in with 0-0 weather conditions-fine, there were no questions. Also I think that might have been the beginning of thinking about approach lights, etc. I don't believe we had any of those things in '34.



Automation in Flight Dispatching - Do You Have It?



Submission by Lufthansa Systems

Bill Jacobs Senior Business Consultant Lido/Flight

Helge Schuller Senior Product Manager Lido/Flight Lufthansa Systems

Automation... what is automation? The definition of automation is “to make a process in a factory or office operate by machines or computers, in order to reduce the amount of work done by humans and the time taken to do the work” (Cambridge Dictionary 2014). For airlines or aviation, automation is the leveraging of technology to assist in certain daily or recurring tasks. An example of early automation in aviation was the mechanical autopilots in the 1920s and 30s. As the aviation industry has evolved and developed, so has the automation to support it. In the modern cockpit, auto-throttles, brake to vacate, TCAS and flight management computers all contribute to aviation safety and all of these tools are automated to a larger or lesser degree. This automation has “freed” the aircrews to concentrate on more important tasks or even to fly the aircraft in high-stress / critical situations such as the accident known as the “Miracle on the Hudson” involving US Airways and Cpt. Chesley Sullenberger and his First Officer Skiles (Vanity Fair, 2009 pg 6-8 US Air 1549).

Lufthansa Systems' flight planning system Lido/Flight and automation have been together ever since. Lufthansa Systems Lido/Flight and its automated suitability check was an industry first, supporting dispatchers with automated weather and NOTAM checks. The sophisticated Airport Suitability Check (ASC) has been and continues to be the industry leader in helping the dispatcher to make the appropriate decisions when dealing with airport weather, NOTAMs, curfews and crew qualifications (just to name a few checks) in all types of operations such as redispach airport, ETOPS and much more. Utilizing the highly sophisticated ASC in combination with the Airline Operations Support (AOS) has freed certain airlines to manage more information while ensuring operations and are, in practice, managing by exception. The use of AOS and the ASC has helped airlines such as Ryanair and EasyJet, the world's second and fourth largest budget air carriers, to handle large volumes of flight legs with automation and to support the concept / practice of management by exception. Additionally, other carriers such as Thomas Cook (Condor), Etihad or Qatar Airways use the AOS and ASC for support in long-haul operations. Utilizing the automation in Lido/Flight enables the dispatcher to work out issues such as ATC airspace issues (congestions/SLOT) or redispaching.

(Continued next page)



Lufthansa Systems

(Automation in Flight Dispatching. Continued from previous page)

With the impending implementation of NextGen, dispatchers will need the right tools to better manage this new ATC capability but at the same time better manage their dispatching duties overall. This is where Lido/Flight from Lufthansa Systems leverages its automation to support dispatchers in their duties ... automation which supports the user!

Lido/Flight with its automation IS THE RIGHT ground-based tool to support just such changes. The dispatcher must always have situational awareness (SA) and understand what is impacting the flight prior to off-block (brief release) and once it is airborne in relation to weather and other conditions. As such, the dispatcher requires tools which provide him with real-time data for weather, aircraft position, aircraft condition, airspace conditions, and airport conditions in order to plan and track the flight he is responsible for. The dispatcher needs access to tools which help him to react immediately and support the pilot, e.g. in case of flight hazards or in case there are capabilities to improve the flight due to a change in weather or other conditions. Lido/Flight with its Airport Suitability Check (ASC) and Airline Operation Support and Inflight Monitoring (IFM) and Air Ground Communications modules is exactly the tool from Lufthansa Systems to provide this type of support!

Lido/Flight from Lufthansa Systems comes with a wide range of modules and functions which provide the aircraft dispatcher with the essential tools to manage the flight most effectively in its entire cycle. From the planning phase Lido/Flight with its ASC assists the dispatcher in selecting the best runway, then hands this over to the industry's leading flight planning engine which calculates the most efficient route, utilizing automated checks on weather, NOTAMS or natural hazards (volcanic/tropical storms). Within the entire dispatch process Lido/Flight includes a variety of automated checks to reinforce the dispatcher's decision on route, alternate route, and approach procedure selection, to name just a few examples. The sophisticated Lido/Flight optimization engine comes with the ability of variable speed operations (VSOPS) which supports dispatchers in handling delay management as well as 4D trajectory management.

Once the dispatcher releases the flight, support for the dispatcher and the pilot is just starting. The Lido/Flight In-flight Monitor tool (IFM) provides the dispatcher and the pilot instantly with information, Lido/Flight IFM can provide automated uplinked warnings and alerts to changes in weather and other conditions impacting the flight. Such real-time information provides the best reaction time for required modifications or changes to the flight.

Lido/Flight also comes with a graphical visualization tool (Lido/Flight WINDS) providing an aircraft situational display for the en-route phase of the flight. An almost unlimited number of weather and other types of overlays is available in order to effectively gain an overview and control of the flight in the air, giving the dispatcher extraordinary situational awareness (SA). Due to the integration of the data in Lido/Flight, the IFM tool and WINDS, all information relevant for decision-making is available to the dispatcher graphically in one-stop shopping within Lido/Flight. This includes the ability of the flight planning engine (AOS) to trigger automated recalculations in reaction to changing conditions of a flight, which naturally includes ASC.

Despite the high degree of automation within Lido/Flight, everything still remains under the dispatcher's control! The dispatcher can determine how much automation is needed when and where, as well as the complexity of the automation needed. So to conclude, if your answer to the question "Automation In Flight Dispatching---- Do you have it?" is "I am not sure" or "No, I do not have it", then we recommend you get it – with Lufthansa Systems Lido/ Flight!

Bill Jacobs Senior Business Consultant Lido/Flight
Helge Schuller Senior Product Manager Lido/Flight Lufthansa Systems
www.LHSystems.com

Unmanned Aircraft Systems and the Aircraft Dispatcher

Jake Zelman, Vice President Information/Technology

You might be wondering “what business does ADF have with drones and unmanned aircraft systems?”. The answer is quite a bit. While the relationship is not yet definitive in the early stages of autonomous crafts, ADF’s number one interest, the promotion of our profession as aircraft dispatchers, is paramount during the formidable stages of this paradigm shift in the aviation industry.

Recently, at the Spring meeting in Las Vegas, the Board selected me to represent ADF in the UAS world. I recently attended a Drone Advisory Committee (DAC) meeting, and observed this prestigious group’s recommendations as they deliberate the policies and procedures that will define this industry. It is something very exciting, as many companies have invested heavily in both passenger carrying vehicles, as well as cargo carrying vehicles.

So where does ADF fit into this vast puzzle? Today, the typical idea of a drone shared by many is a picture of someone holding a remote-type device manipulating a small drone for the purpose of picture taking. There is one key facet to this type of operation. The person maintains visual contact with his or her drone. This is called VLOS, or visual line of sight operations. ADF’s vested interest does not fall into this category. ADF is interested in BVLOS, or beyond visual line of sight operations.

As the industry evolves and BVLOS is further explored, ADF will promote the notion that licensed men and women that hold Dispatcher Certificates, are highly qualified airmen already trained on various

(continued next page)

(UAS continued from previous page)

operational factors, such as, weather effects, navigational expertise, and general AOC environment considerations. It is the BVLOS realm, that the dispatcher is already versed, and ready to serve as a professional airman.

As this paradigm shifts, it is important that the aircraft dispatcher continues to maintain and also hone his or her skills in the art of flight following. While the preflight planning stages of preparing the Dispatch Release are vital, it is the flight following aspect that will define the aircraft dispatcher as automation continues to evolve.

Please stay tuned for more news on this exciting time of our aviation industry.

If you have any questions, please feel free to reach out to me.

Jake Zelman

jzelman@dispatcher.org



"Jake pictured at AUVSI's 2017 Xponential"

ADF Leadership

President: Joseph Miceli (United)

Executive Vice President: John Schwoyer
(American)

Treasurer: Mike Timpe (Horizon)

Secretary: Patrick Boyle (United)
Historian / Librarian

VP of Industry Relations:
Larry Merchant (Southwest)

VP of International Relations: Matt Berg (United)

VP of Information Technologies:
Jake Zelman (Southwest)

VP of Aviation Rule Making:
Michelle Betcher (Delta)

VP of Membership: Debbie Kowalewski (United)

VP of Corporate/Industry Alliances.
Catherine Jackson (Southwest)
Sponsorships

ADF Jumpseat Coordinator: Phil Brooks (United)

Publications / Media: Open

ADF Industry Security Liason: Raj Singh (United)

ADF Meeting Schedule

2017

Summer— Chicago July 22nd
Sheraton O'Hare 12n-5pm
contact MBerg@dispatcher.org
if you need a room reservation

Fall—Dallas— October 2nd-4th
[Doubtree by Hilton Love Field](#)
(click to reserve your room)

2018

Winter — January—Los Angeles

Spring — TBD

Summer — TBD

Fall Summit— TBD

Airline Dispatchers Federation

Newsletter

2020 Pennsylvania Ave. NW #821
Washington, DC 20006
1-800-OPN-CNTL

ADF News

Editor: Matt Berg
MBerg@Dispatcher.org

Website: Jake Zelman
jzelman@dispatcher.org

*Please send article
contributions or comments
to any of the above addresses.*

