



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 10 Issue 3

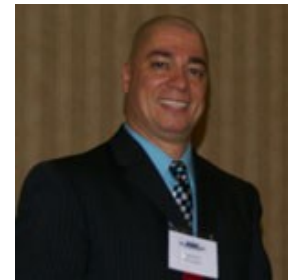
Web Site: www.dispatcher.org

Summer 2010

A Note from the President,

Dear Members,

Baseball, hotdogs, apple pie, and family vacations.... US summer at its best. For the most part, summer travel is often uneventful however we all know inclement weather and airplanes don't mix. Thunderstorms, wind sheer, GDP's, AFP's, diversions, and turbulence are some of the results that all Aircraft Dispatchers deal with on a daily basis during their shifts. ATC Coordinators are busy navigating daily operations for their airlines and Aircraft Dispatchers/Flight Controllers are preparing for every situation imaginable during flight planning.



While today's air transportation is sufficient to operate safely, it will not be able to handle the increased travel demands over the long term within our NAS. The FAA is committed safety and future travel and this is why they have invested time, money, and resources to upgrade an older transport structure with NextGen. Although in its development phase, NextGen can bring the latest technologies in line with today's and future advancements enabling a smooth and safe operation within the NAS for all carriers while saving money for carriers, improve efficiencies daily, save time, and fuel which will aid carbon footprints in North America and world wide.

The real key with NextGen will be all parties working together while building a system that benefit's all for today and future growth in travel. The "Human Factor" cannot get lost with NextGen's development and ADF is committed to insure his does not occur. When all is said and done, FAR's are pretty clear, the PIC and Aircraft Dispatcher share "Joint Responsibility" for flight and any changes to our current air transport structure within the NAS must keep that in mind.

At this fall's Safety Symposium, ADF has collected a list of speakers who will discuss these, and other issues while our Keynote Speaker, ATO's Sr. Vice President for NextGen's Operations Planning, Victoria Cox will address our group. I would encourage all my fellow brothers and sisters in Aircraft Dispatch to attend. This is your time, your moment to make suggestions, ask questions, offer ideas which will shape our class/craft for today, tomorrow, and the future years to come.

I look forward to seeing you all this fall and hope you have a safe and enjoyable summer!

Joseph Miceli, President ADF

Hello.

We're the Canadian Dispatchers Organization. This past May I put together a fledgling website, a blog for news, and a forum, for Canadian airline dispatchers to be able to communicate with each other. Our intent and purpose is not dissimilar to that of the ADF – to provide Canadian dispatchers with a professional organization. A means to share information and self educate each other, to promote professional standards in the industry, to educate the public on the role we play in safe professional airline operations, and to advocate for dispatchers with Transport Canada and federal agencies in regards to matters affecting dispatch, and airline operations.



It may surprise you that there was no such professional association in Canada. Canadian dispatchers have for years either joined the ADF or the IFADLA and there has been talk over the years that maybe we needed something like this. Why now? Because we do need it. Because I happened to have the time to tackle this project now. Because so often change happens in our industry at the end of a terrible disaster. Because it would be nice to be able to see that trend change.

One of our first, and at the moment, primary goals, is to advocate for Dispatch Inspectors at Transport Canada. There are within the community of Principal Operations Inspectors at Transport some who have a good understanding of dispatch and dispatch issues, and there are some who don't. Transport Canada Aviation division is pilots speaking for the industry. Currently for all of Canada, there is only one man who speaks to dispatch issues within Transport.

The current response from Transport is that they have sufficient inspectors, who are trained in all areas of operations, and if they need it they can access that individual for information. We don't believe that is sufficient. Dispatchers' needs are not being even recognized, let alone met, at the regulatory and inspection level. We aim to change that.

We will accomplish that, first by bringing us together, to talk about these issues, share ideas how it needs to change, and how we go about changing it. And thus the Canadian Dispatchers Organization and the website <http://www.canadiandispatchers.org> was born.

I also want to take a moment to thank Joe Miceli, Brandon Caple and all of the ADF for their warm support of our efforts.

[Vicky Baker—Coordinator](#)

CanadianDispatchers.Org



WSI Enroute Hazards and Volcanic Ash Forecasts: EYJAFJALLAJÖEKULL ASH CLOUD CASE STUDY

WSI Provides A View Into The Eyjafjallajökull Ash Cloud

When Iceland's Eyjafjallajökull erupted on April 14 and produced a volcanic ash cloud that eventually soared almost 30,000 feet above the Earth, chaos ensued at airports around the world. Twenty-seven European airports closed during a six-day span, resulting in the cancellation of 95,000 flights – approximately 10% of global air traffic. The travel plans of nearly 10 million people were disrupted and approximately 8% of global trade was adversely affected. It is anticipated that the cost to the airline industry alone will fall in the range of \$2 billion and \$3 billion.

The Challenge

European governments faced a difficult dilemma when determining whether to close their airspace. The ash expelled from volcanoes contains silicates (hard, sharp rock fragments) which, when exposed to the heat of jet engine, can turn to glass. If the silicate density is great enough, the resulting glass shards can severely disable or shut down a jet engine, putting all aboard at risk of peril.

Once ash is ejected from a volcano, it enters the realm of meteorology where the particles and gases are influenced by physical properties like gravity and fluid dynamics. For example, heavier ash particles fall out relatively quickly while smaller and lighter particles remain suspended for longer periods of time and disperse based on conditions such as the strength of the winds aloft and the amount of atmospheric mixing (turbulence). The key to determining whether air traffic should be halted is creating a picture of 1) the density of the silicate materials in the ash cloud and 2) the anticipated affect of atmospheric conditions on that cloud.

Realizing the massive economic impact this ash cloud would have on its airline and government clients, WSI took a number of steps to develop and supply the most accurate and detailed forecasts available.

The WSI Solution

“WSI routinely monitors active volcanoes around the globe but it was clear that the Icelandic event would cause massive disruption to our customers and so we have had a dedicated response team forecasting the ash cloud since the eruption first began” states Roy Strasser, VP Global Forecast Center at WSI. “We have been forecasting volcanic ash hazards for many years as part of our FAA EWINS certification, which authorizes WSI to provide forecast services to the airlines, but throughout this particular event the team has raised the bar on both the accuracy of those forecasts and the intensity of the interaction with our airline partners.”

WSI's volcanic ash forecasts are part of the WSI Enroute Hazards suite of services which also include WSI SIGMETs and FPGs (Flight Plan Guidance charts) for turbulence, icing, convection, and dust. At the beginning of the crisis, WSI immediately created a special Volcano Desk to provide 7X24 monitoring and client alerting. This desk operated continuously for the duration of the event (roughly 10-days) and was staffed by WSI meteorologists – a significant percentage of whom have over 20 years of experience as international airline meteorologists. Once established, the Volcano Desk staff worked tirelessly to determine the span, density and projected movement of Eyjafjallajökull's ash cloud.

Continued next page

WSI Enroute Hazards and Volcanic Ash Forecasts:

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WSI Aviation Forecasting Department below:

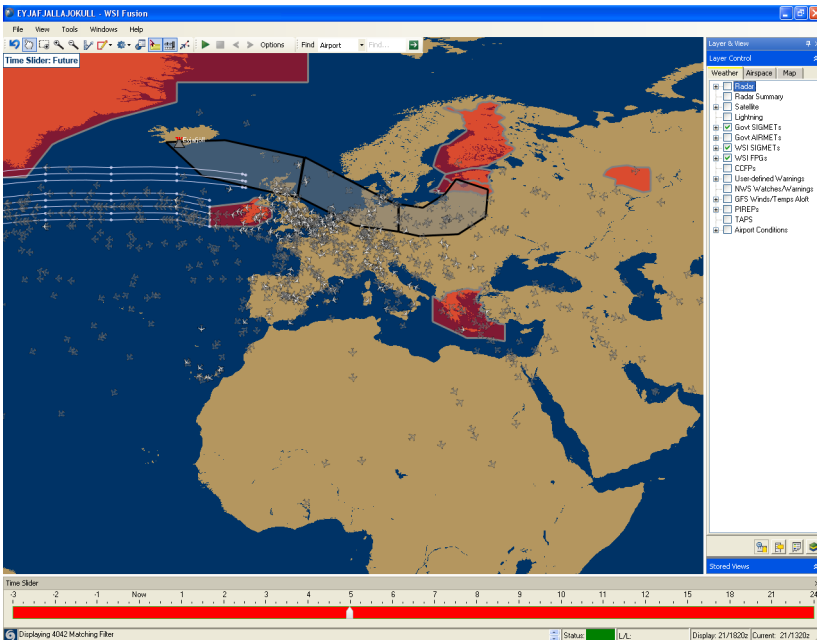


Since forecasting the location, movement and dispersion of volcanic ash clouds is analogous to aviation meteorologists forecasting for turbulence aloft, WSI staff consulted dispersion models and numerical weather prediction models.

Numerical predictions were used to identify potential areas of turbulence, their intensity or concentration levels, and their movement. WSI's staff then adjusted those forecasts using experience, training, and observational information to better represent actual conditions. To obtain observational information, WSI meteorologists used webcams near the eruption site, high resolution satellite imagery from a variety of sources and viewing techniques, pilot reports for conditions aloft, surface reports for ashfall, and any other information about the state of the volcano or ash cloud available.

The resulting volcanic ash forecasts are depicted as WSI SIGMETs and WSI Flight Plan Guidance Charts which are part of the WSI Enroute Hazards solution available for viewing in WSI products such as Fusion, Pilotbrief, and Hubcast. (Continued on page 8)

WSI Volcanic Ash SIGMET (grey area) depicted below in WSI Fusion:



ADF and NextGen

ADF is actively involved in the NextGen process ensuring the future for the Dispatcher. The ADF and its representatives proactively petition for continued Dispatch / AOC operational control role and safety today, tomorrow, and beyond. The future of NextGen can be simplified to a tighter controlled National Airspace System (NAS) to achieve this advancement of the current environment into future is by use of advancements in technology both ground and celestial working towards Trajectory Operations (TBO or Tops). Trajectory Operations is the full knowledge and control of flight object over not just the route, altitude, speed but time. Among these advancements are in weather, navigation, and communication to enable better management of time performance of all operations with greater predictability and control of each flight object. This process starts with the continuous collaboration and evaluation of the NAS and its operations and adjusting plans to meet demand and maximize the system efficiencies.



NextGen has been assigned to various organizations and divided the future into Near Term, Mid Term, and Far Term and the government has tasked these organizations to manage the process and move the current system forward into the future. Several Task Forces, study teams, and working groups that evaluate the individual and combined components of the NAS and making recommendations for the future. The two major Organizations that are spear heading this enormous task are the RTCA (Radio Technical Commission for Aeronautics) and JPDO (Joint Planning and Development Office). ADF has been actively involved with both groups and others ensuring the continued highest level of safety and stability that we operate within today with the Pilots, Air Navigation Service providers (ANSP, formally ATC), and Dispatchers completing the three legged stool of safety remains intact for the future. ADF active involvement has also ensured that collaborative decisions are continued and Operational Control are not lost as we move forward. The key to the future is communication and the automation of the future continues to communicate actively between the pilot, dispatcher, and ATC.

The Aircraft Dispatcher is the communication link between the Airlines and the ANSP as well as the Pilots and the role of dispatcher will continue to be a critical cog between the airline business model and its operational model managing the day to day airline operations as always but more emphasis in the future will be on dispatch active participation in the NAS. The Collaborative Air Traffic Management (CATM) model is proposed digital enhancement of today's voice system and proposed enhanced automation in the flight planning and dissemination by the Dispatcher to the Air Navigation Service Provider (ANSP) and Pilots digitally which further propel the ability to control the supply and demand of the NAS while having a central location (AOC) to have active continuous collaboration which is essential give the new time constraints. The work is difficult for the government machine is status quo thick with policy, procedure, and regulations that need to be followed and the process is time consuming. ADF has not wavered in its stance and has attended various meetings, group discussions and various venues to promote the continued highest level of safety and standards as we work to bridge international differences in practice and procedure as well as address domestic automation enhancements.

NextGen and TBO are coming, although slowly in phases, the process proposes NAS efficiency improvements through various means of enhancements in automation, improved communications, and resources both ground and satellite enabling better control and predictability. ADF is committed to maintain the highest level of safety today, tomorrow, and beyond through continued operational control and support.

John Schwoyer
ADF Executive Vice President

(Click on the logo below for more information)



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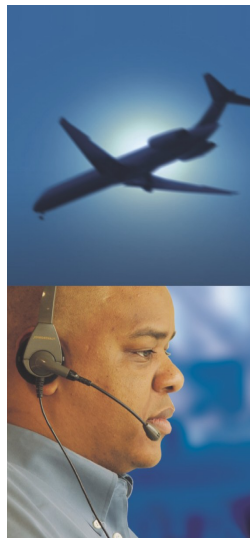


Sabre AirCentre Flight Explorer provides a number of tools and options that enable users to have a greater awareness of the time aircraft have spent on the tarmac prior to take off. These tools can be effective in helping an airline to avoid the penalties and fines associated with excessive tarmac delays imposed by the FAA.

In a recent version, Flight Explorer introduced Phase 1 for departing aircraft. New alerting capabilities are available to track the elapsed time from the departure of the aircraft, signified by the 'out' message, until airborne. Users can define the thresholds for when the alerts should be generated. In an upcoming release, Phase 2 will focus on arriving aircraft with similar events and alerting capabilities.

Flight Explorer is taking advantage of the proliferation of ASD-X and surface surveillance radar technology to bring new offerings to the market based on its industry leading infrastructure and technology. This will also allow airlines to improved aircraft operating times, better predict gate arrival times, and to make more efficient use of ground resources.

For any aircraft operator interested in this new tarmac delay functionality and our new ground flow capabilities, they should contact FEsales@sabre.com.



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Safety and Professionalism Today, Tomorrow, and Beyond
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Sheraton Crystal City Hotel
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Keynote Speaker: Vicky Cox
Air Traffic Organization's Senior Vice President for
NextGen and Operations Planning





Invited speakers from: FAA, RTCA, JPDO, NATCA,
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WSI Enroute Hazards and Volcanic Ash Forecasts:

(continued from page 4)

The Results

According to many WSI clients, the company's highly detailed ash cloud forecasts along with the release of new data from airline manufacturers regarding the tolerance levels of jet engines for volcanic ash, likely prompted key decision makers to open up the skies over Europe and get the world moving again.



Our Client's Perspective

"Our customers appreciate the accuracy of these ash forecasts from WSI, but equally as important is the amount of customer outreach and education around this event that WSI is providing" states

Mark D. Miller, GM of WSI Decision Support. "The WSI team has been sending daily special advisory bulletins to our customers that review the current ash cloud position, forecast its movement and show dispersion and ash density. These are provided in a clear concise format with supporting graphics that can be immediately implemented in the operational decision support process. WSI is in the business of helping our customers decide when and where it is safe to fly, and these timely and spatially accurate volcanic ash hazard forecasts are just one of the many products we offer for that purpose."

British Airways' operational validation of WSI's volcanic hazard forecasts has also recently been widely noted in the UK press, after CEO Willie Walsh publically commented on BA's use of WSI services and the EU airspace closure at the Phoenix Aviation Symposium.

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AVIATION RULEMAKING ADVISORY COMMITTEE - ARAC

The ARAC Executive Committee met at FAA Headquarters in Washington, D. C. on June 16, 2010. The Chairman called the meeting to order at 1010AM. The Executive Director, Pamela Hamilton read the required Federal Advisory Committee Act Statement. Introductions were made of those attending.

The Chairman advised the Committee that Ty Prettyman, Assistant Chair for Training and Qualifications had changed jobs and has resigned from the Committee. Mrs. Hamilton advised the group that the FAA had a proposed replacement in mind but requested nominations from the Committee. It is expected a replacement will be named prior to the next Executive Committee meeting. On behalf of the Committee the Chairman expressed appreciation for Mr. Prettyman's service and for his continued support of the Process Improvement Working Group (PIWG).



The PIWG presented a status report showing the survey results and interpretations. The general recommendation issues were also presented. Discussion by the Committee identified some difficult issues to resolve but also provided support of the direction the group was taking. Generally, the recommendations involve more specific tasking, with benchmarks and time lines from the FAA, training for task group members, and a bias to technical reports rather than draft rule language. Better and more timely FAA and task group/ARAC review of the FAA's product was also recommended. The PIWG expects to have a final report for the December 2010 ARAC Executive Committee meeting.

A progress report on the internal FAA project to restructure ARAC for the third decade also was presented. The DOT Secretary's appointment of Office of Rulemaking Director Hamilton to be the Designated Federal Official in charge of the Future of Aviation Advisory Committee will delay most progress on this effort into next year.

The Maintenance Requirements for Commercial Air Tour Operations using aircraft with nine or fewer seats under Part 91 and Part 135 working group reported that the preliminary work was complete and the final report was being drafted. They expect to have the final report ready for the December 2010 Executive Committee meeting. The only remaining issue is obtaining some relative investigation reports from NTSB. The Director and FAA General Counsel offered assistance in obtaining the needed reports.

Director Hamilton briefed the group on the ARAC Charter renewal process. The Charter must be renewed by September 2010. After discussion it was decided to propose four scheduled meetings with a minimum of two. Also, representatives from other Civil Aviation Authorities will be afforded ARAC non-voting membership and FAA named alternates for Executive Committee members will be added. Other changes will be proposed for future charter renewals, following the delayed restructuring effort.

Director Hamilton advised the Committee that the Office of Rulemaking was beginning a project to post all ARAC and ARC efforts on a single one stop shopping website. Since the Office of Rulemaking does not support or manage all FAA Aviation Rulemaking Committees or all FAA Federal Aviation Advisory Committee groups this will be a slow ongoing effort.

The Assistant Chairs reported on the status of their Issues Areas. The only report related to dispatch or operational control was from the Air Carrier Operations Issues All Weather Operations Work Group. The group has seven specific tasks in work but no detail was available.

The meeting was adjourned at approximately 1235.

Norm Joseph
Chairman
Aviation Rulemaking Advisory Committee

ADF Leadership

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Executive Vice President: John Schwoyer
(American Eagle)

Treasurer: Mike Timpe (Horizon)

Secretary: Patrick Boyle (Express Jet)
Historian / Librarian

VP of Industry Relations: Vacant

VP of International Relations:
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VP of Information Technologies:
Brandon Caple (Continental)

VP of Aviation Rule Making: Norm Joseph (Delta)

VP of Membership: Tom Radtke (United)

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

Jumpseat Issues: Phil Brooks (United)

Publications / Media: Vacant

ADF Meeting Schedule

2010

October 11-13 — Washington DC
Sheraton Crystal City
\$179 inc. Breakfast/Internet

2011

Winter — Los Angeles

Spring — Dallas/Ft. Worth

Summer — Chicago

October Symposium — Las Vegas

2012

Winter — Miami

Spring — Houston

Summer — New York / LGA

Fall — Orlando



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