AOC/Operational Control

ADF's View/Aircraft Dispatcher Perspective

Joseph Miceli Airline Dispatchers Federation FPAW/NBAA 2014



Triangle of Safety



PILOT/DISPATCHER/ATC CONTROLLER



Joint Responsibility









Aircraft Dispatcher

Where do they come from?

Military Civilian Pilots Air Traffic Control Meteorologists Mechanics Even... NASA





Aircraft Dispatcher

Some examples of the resources and tools used

Meteorology ATC Coordinators Flight Following Tools Flight Schedule Monitor (FSM) Internet resources Dispatchers On Duty



Aircraft Dispatcher

"ONE STOP SHOPPING"



- Flight Safety
- Enroute Weather
- Turbulence
- Emergencies
- ATC Initiatives
- Security
- Economic Savings
- Diversions
- Aircraft Performance
- Op Specs
- Flt Following



Issues facing Aircraft Dispatchers today:

•Weather

•Increasing demands on the current NAS

•Increasing governmental regulations and fines

•Volcanic disruptions

•Polar Operations

•Security

•Economic Cost Controls

•Flight crews who don't understand the roll of a dispatcher

•Cultural issues

Maintenance deferrals/restrictions



Weather



SAFETY • SECURITY • PROFESSIONALISM

Increasing demand on the NAS









Increasing Governmental Regulations/Fines





Volcanic Ash Disruptions





Polar Ops/Enroute



Security





Economic Cost Controls





Flight Crews-Aircraft Dispatchers-ATC Cultural Challenges







Maintenance Costs / Deferrals









The Future is Now: Going to the Next Level



Things to examine with NextGen

- Problems with dynamic rerouting.
- How does a dispatcher comply with FAR 121.191 (a) (1)& (2) (binding agreement)
- Enroute Limitations
 - drift down alternates
 - depressurization routes
- If ATC reroutes a flight, PIC/Dispatcher must ensure they have complied with the above legal regulations



FAR 121.601

The aircraft dispatcher shall provide the pilot in command <u>all available current reports</u> or information on airport conditions and <u>irregularities of navigation facilities that may</u> <u>affect the safety of the flight</u>.



FAR Part 121.533

The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications. >The aircraft dispatcher is responsible for issuing necessary information for the safety of the flight.



FAR 121.647

Each person computing fuel required for the purpose of this subpart shall consider the following

- a. Wind and other weather condition forecasts
- b. Anticipated traffic delays
- c. One instrument approach and possible missed approach at destination
- d. Any other conditions that may delay landing of the airplane



FAR Part 121.535

Responsibility for operational control: Flag operations.

- A. Each certificate holder conducting flag operations is responsible for operational control.
- B. The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications.
- C. The aircraft dispatcher is responsible for
 - a. Monitoring the progress of each flight;
 - b. Issuing necessary instructions and information for the safety of the flight; and
 - c. Cancelling or dispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released.



AC 121-32A (DRM Training)

DRM training has been conceived to prevent aviation accidents by **improving interaction between the aircraft dispatcher, PIC,** mechanic, and other personnel. •Many problems encountered by flightcrews and aircraft dispatchers have very little to do with the technical aspects of flight operations. Instead, most problems are associated with poor group decisionmaking, **ineffective communication**, inadequate leadership, and poor task or resource management. (NTSB comments on UPS 1354)



AC 121-32A (DRM Training)





Thank You

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