

AOC/Operational Control

ADF's View/Aircraft Dispatch Perspective

Airline Dispatchers Federation
Joseph J Miceli
FPAW October 24, 2014



Who are we?

Airline Dispatchers Federation is the only national non-labor, non-profit incorporation representing the professional interests of the Aircraft Dispatch profession. ADF's constituency is comprised of licensed Aircraft Dispatchers and Operational Professionals from 103 aerospace companies including most Major Airlines and Express Carriers.

ADF is an all volunteer organization with currently employed FAR121 dispatchers on it's board and is an advocate for it's 1600 working dispatcher members.

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Industry Meetings

ADF is very involved with industry and attends groups listed below on a regular basis advocating Operational Control between Aircraft Dispatchers and Pilots (PIC) offering a "Single Level of Safety"

ARAC, ATPAC, RTCA NextGen NACSC Working Group, NextGen Study, FAA-ASI Program, WIA, NBAA FPAW, JPDO, TF-5, TOps, Flight Objects, SWIM to name a few.

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The Aircraft Dispatcher

“ONE STOP SHOPPING”



Enroute Weather,
Turbulence,
Emergencies,
Security, Economic
Savings, Diversions,
Aircraft Performance,
Ops Specs, Flt
Following

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Triangle of Safety



PILOT/DISPATCHER/ATC CONTROLLER

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Issues facing 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
- Maintenance deferrals/restrictions
- Cultural Issues

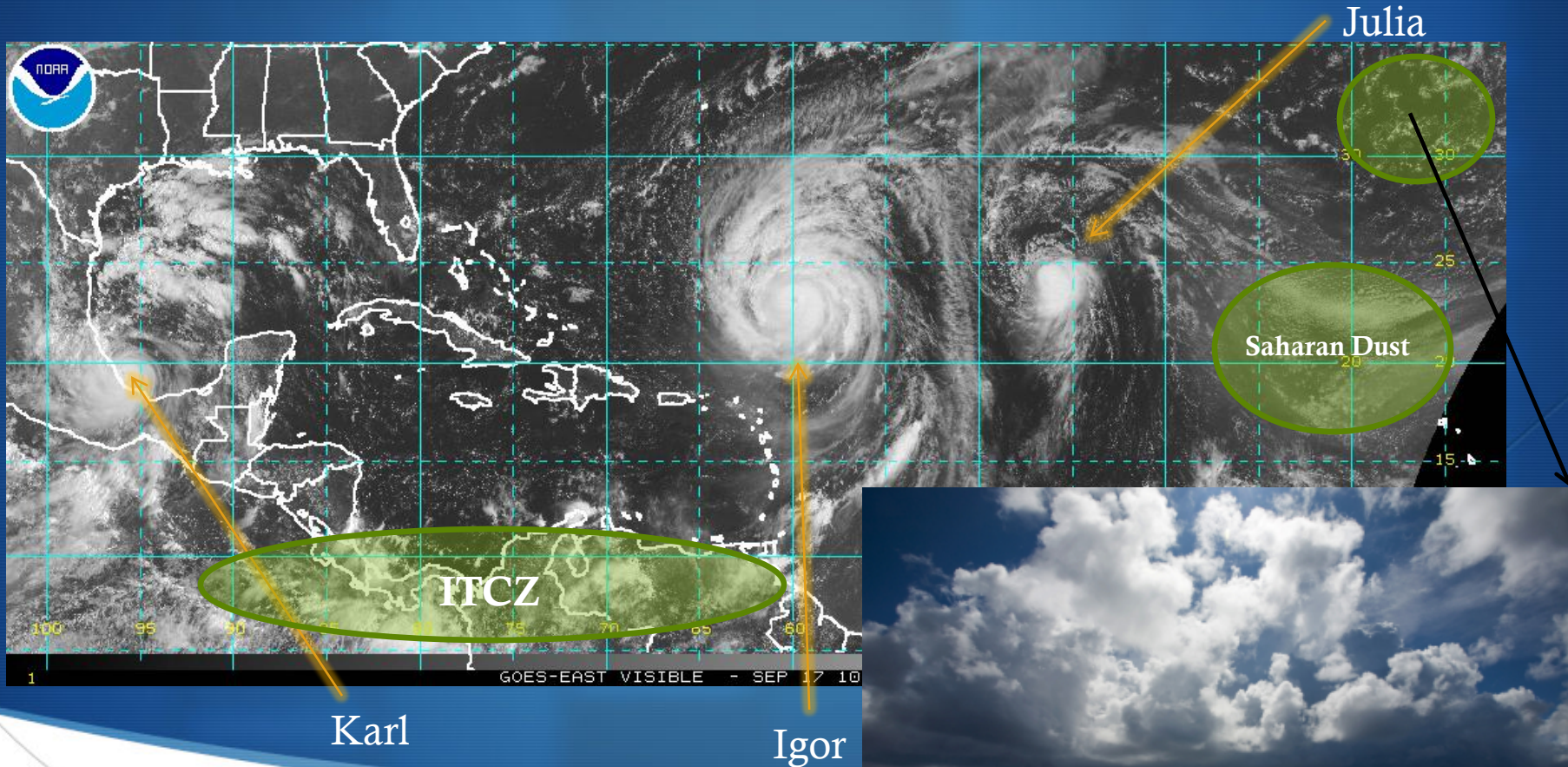
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Weather



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Cold Weather



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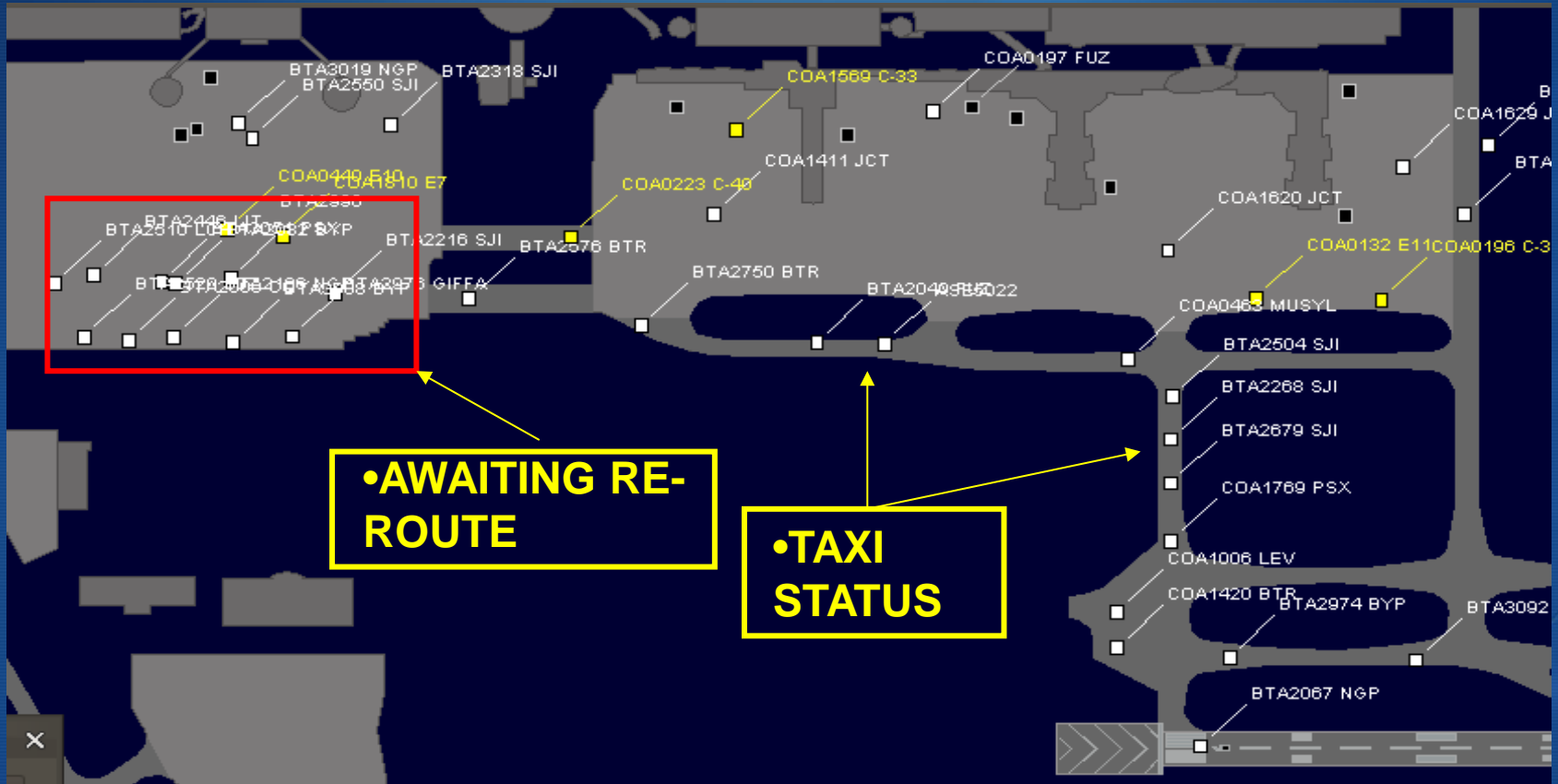
Increasing demand on the NAS



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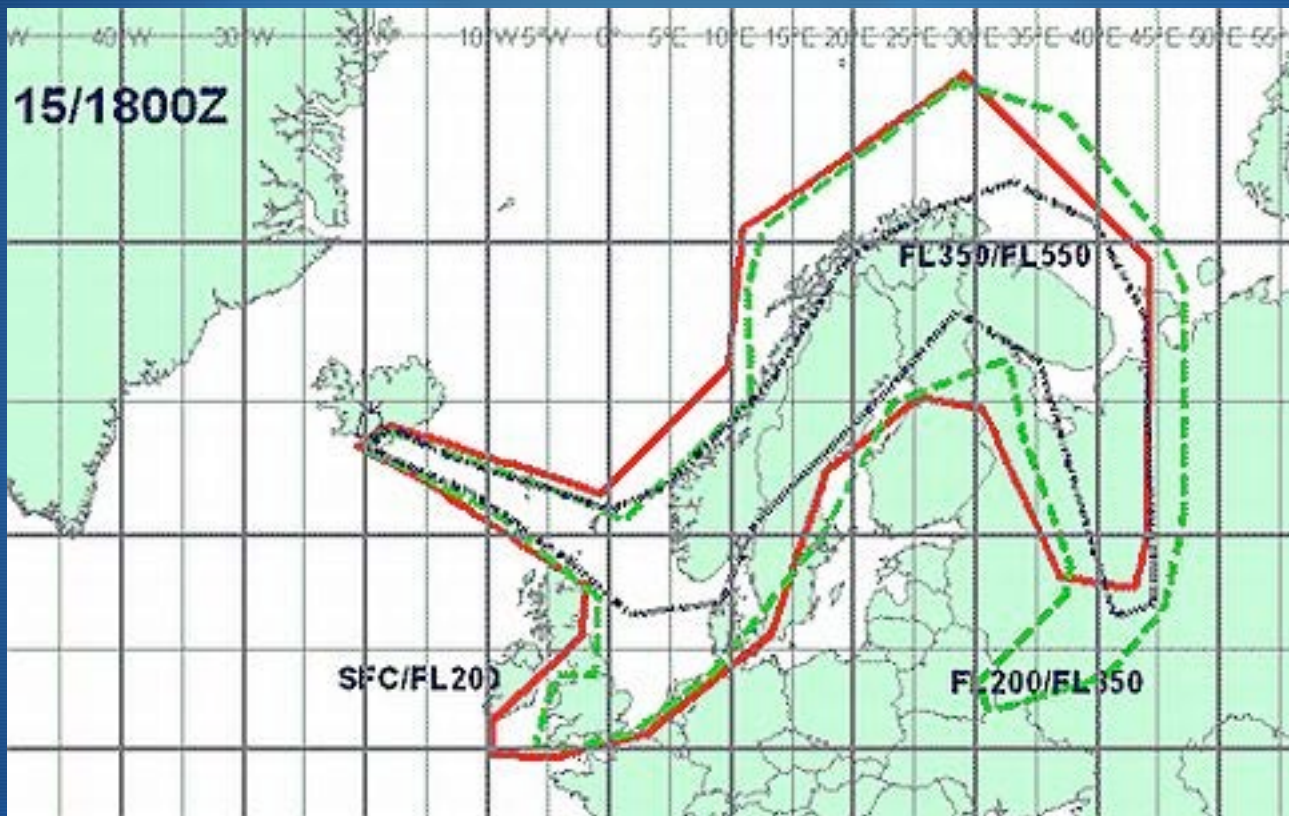
Increasing Governmental Regulations/Fines



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Volcanic Disruptions and Airplanes



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Volcanic Disruptions and Airplanes

Aircraft and volcano ash damage

Over the past 30 years over 90 civilian aircraft have been damaged by volcano ash

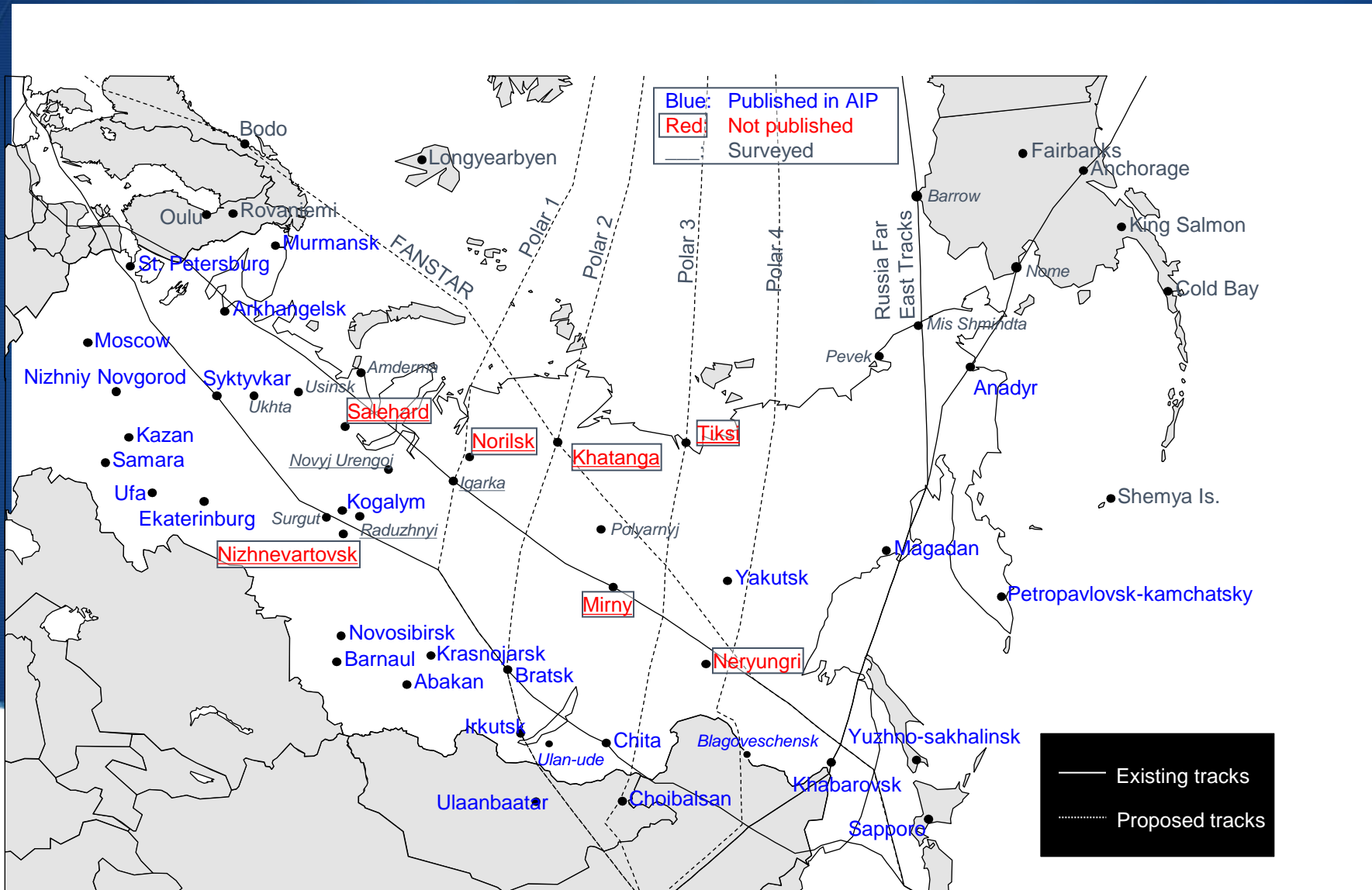


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Polar Ops/Enroute PET



Security



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Flight Crews-Aircraft Dispatchers-ATC Cultural Challenges



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Maintenance Costs / Deferrals



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Next Generation Air Transportation System



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Things we need to examine with NextGen

Problems with dynamic rerouting

How does a dispatcher comply with FAR 121.191 (a)
(1)& (2)

Enroute Limitations/Driftdown Alternates with reroutes
PIC/Aircraft Dispatcher must ensure they have
complied with the above regulation for a legal dispatch
release including fuel requirements for flight



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--

1. Monitoring the progress of each flight;
2. Issuing necessary instructions and information for the safety of the flight; and
3. Cancelling or redischarging 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.

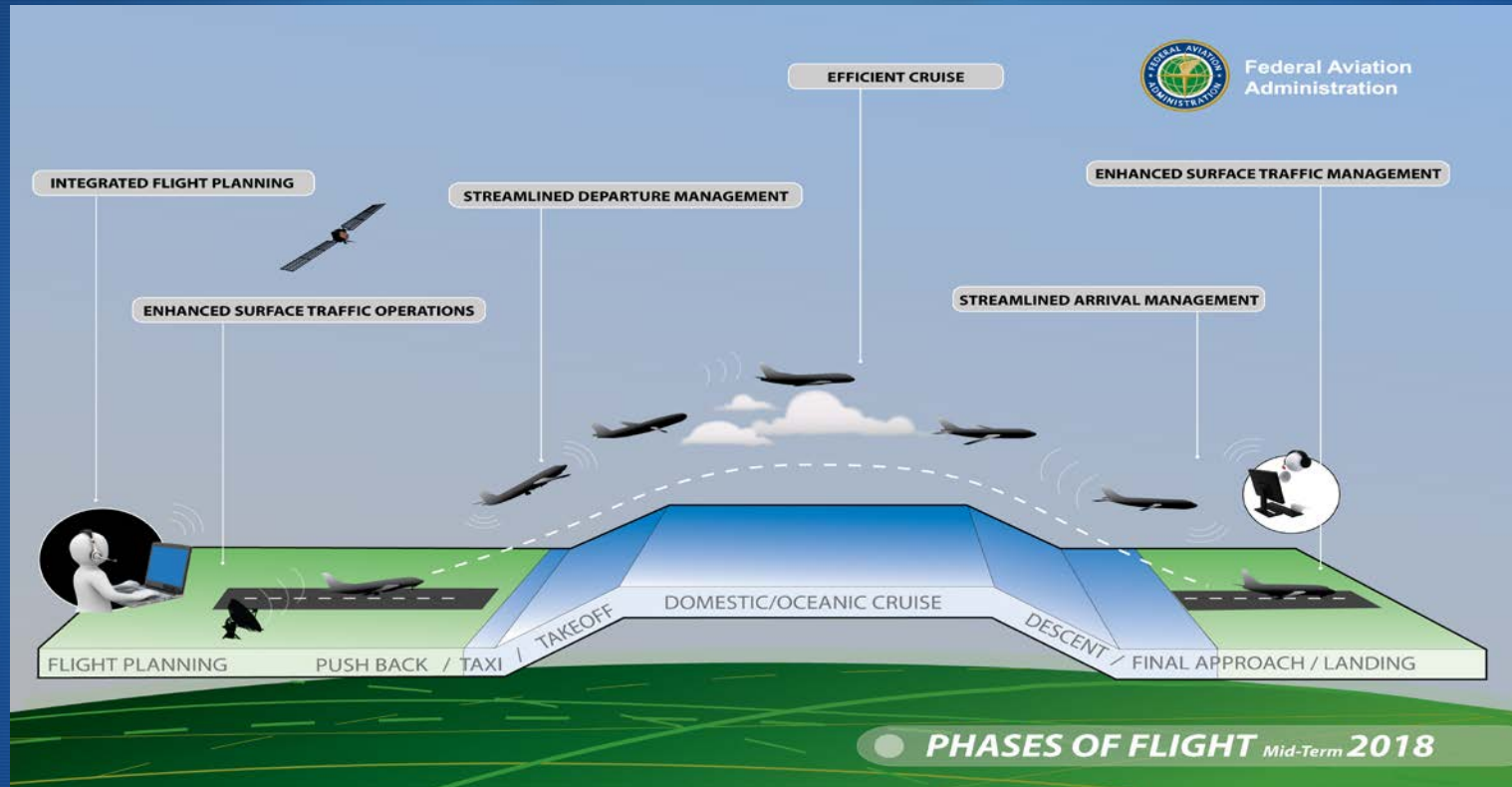
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Dispatching is more than FlightPlanning



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AADP

AIRLINE DISPATCHERS FEDERATION

SAFETY • SECURITY • PROFESSIONALISM

Annual Safety Symposium
Sept 30th, Oct 1st, 2nd 2014
Chicago, Illinois

THANK YOU

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