www.dispatcher.org

Airline Dispatchers Federation
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Who are we?

The Airline Dispatchers Federation is the only national non labor organization representing the professional interests of the dispatch profession. ADF's constituency is comprised of licensed aircraft dispatchers and operational control professionals from 103 aerospace companies including major U.S. airlines.

The ADF is an all volunteer organization (all working dispatchers) and in accordance with our bylaws is an advocacy organization for working dispatchers and not a labor organization.

Overview

- Different roles of a dispatcher
- Regulations that govern us
- What a dispatcher does on a tour of duty
- Technology and the dispatcher
- NEXTGEN and the dispatcher

The Aircraft Dispatcher

"One stop shopping" source of information for the pilot

Types of Dispatchers

Part 121 domestic/flag dispatchers:

Dispatchers have “Joint Responsibility” with captain

major airlines or scheduled service air operations

Types of Dispatchers

Part 91

- This type of operation doesn't require dispatchers
- Operational control is given to a single source usually the Duty Director or VP of flight operations
- Lack of training requirements for flight followers

ADF has lobbied that we should be operating under a "Single Level of Safety"

Types of Dispatchers

Part 135

- This type of operation doesn't require dispatchers
- Operational control is given to a single source usually the Duty Director or VP of flight operations
- Lack of training requirements for flight followers

Types of Dispatchers

- EMS & Oil Rig helicopter operations
- Part 91 operations
- Military operations
- UAV operations
- Foreign Airlines (Air Certificates with locations outside the USA)

"FAR PART 1"

"Operational control", with respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight.

FAR Part 121.533

Responsibility for operational control: Domestic operations.

A. Each certificate holder conducting domestic 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 information for the safety of the flight
3. Cancelling or redispatching 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.

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 redispatching 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.

Dispatcher Training Requirements

- **Practical Test Standards**
  Practical Test Standards (PTS) 2005 09-06
- This is the FAA outline of subjects upon which a dispatcher applicant will be tested.
- **I. FLIGHT PLANNING / DISPATCH RELEASE**
- **A. Regulatory Requirements**
- 1. 14 CFR
-
  a. Part 1: Definitions & Abbreviations
  b. Part 25: Airworthiness Standards-Transports
  c. Part 61: Certification: Pilots, CFIs, Ground Instructors
  d. Part 65 Subpart C: Aircraft Dispatchers
  e. Part 71: Designation of Class A, B, C, D, & E Airspace
  f. Part 91: General Operating & Flight Rules
  g. Part 121: Domestic, Flag, Supplemental Ops
  h. Part 139: Certification of Airports
  i. Part 830: NTSB
- 2. Advisory Circulars
-
  a. AC 61-84: Role of Preflight Preparation
  b. AC 91-70: (Large Aircraft) Oceanic Ops
- 3. Ops Specs
-
  a. Takeoff Minimums
  b. Landing Minimums
  c. Look-See Approaches
  d. Alternate Weather Requirements
  e. Circling & Side-Step Approaches
  f. Contact / Visual Approaches
  g. Descent Below DA or MDA
  h. High / Low Captain Minimums
  i. Operational Control
- 4. Manual Flight Planning
- a. Takeoff & Landing Data
- 5. Pilot Briefing
- **B. Meteorology**
-
  1. Weather Theory
  2. Atmosphere
  3. Pressure
  4. Wind
  5. Clouds
  6. Fog
  7. Ice
  8. Air Masses
  9. Fronts

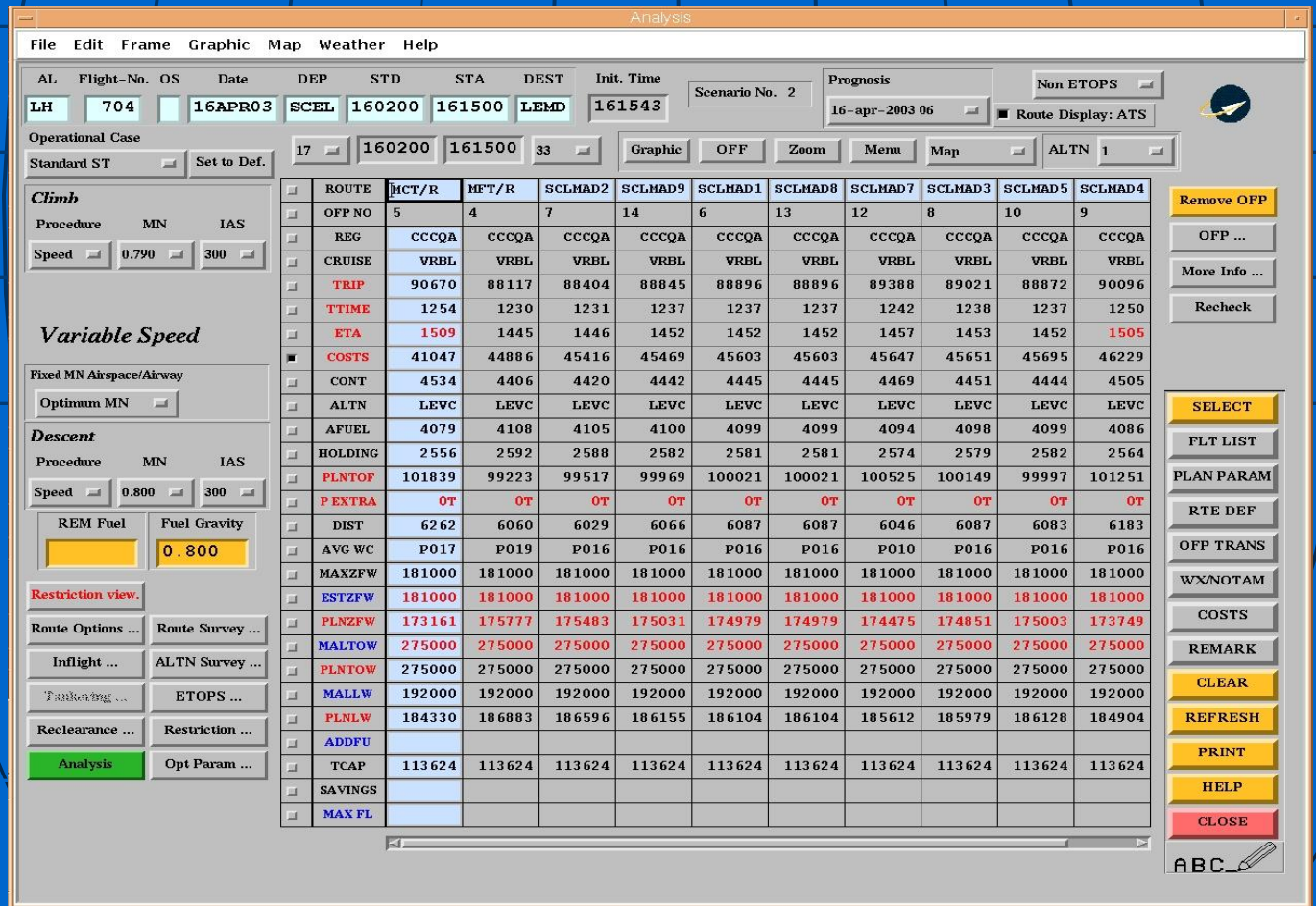
- **C. Weather Observations, Analysis, & Forecasts**
- 1. Obtain, read, analyze elements of aviation weather

FAR 121.639

- No person may dispatch or take off unless the airplane has enough fuel.
- To fly to the airport which it is dispatched
- Thereafter to fly and land at the most distant alternate airport for the airport which dispatched
- Thereafter to fly for 45 minutes at normal cruising fuel consumption
- (other considerations are maintenance items that have an impact on the fuel burn)

Dispatchers work 8 to 12 hour shifts, and work from 3 flights in a shift to as many as 100+ flights. Dispatchers work flights all over the globe, maintaining

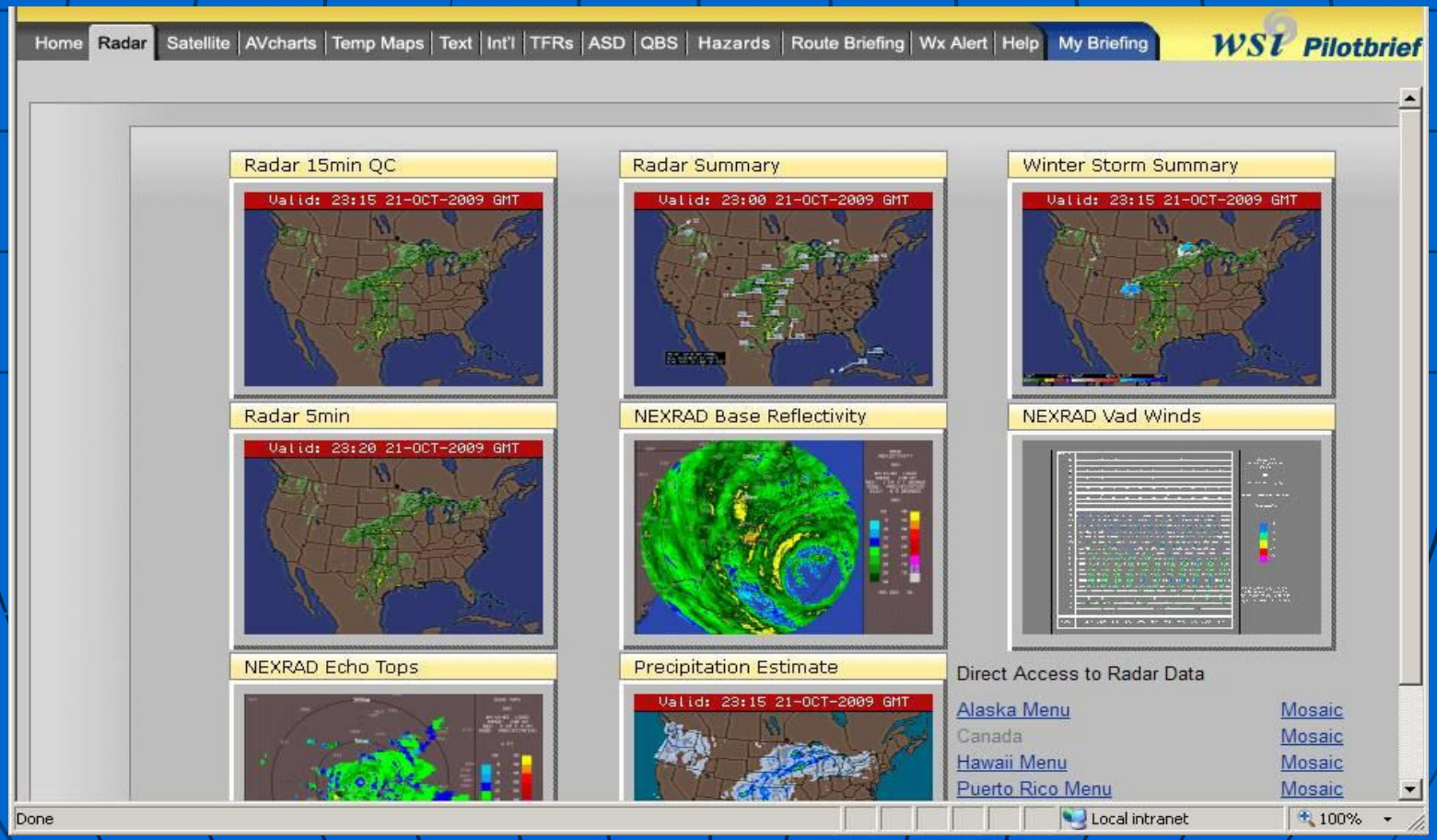
communication with them



Aviation and weather sometimes don’t mix

Current Available Weather Products

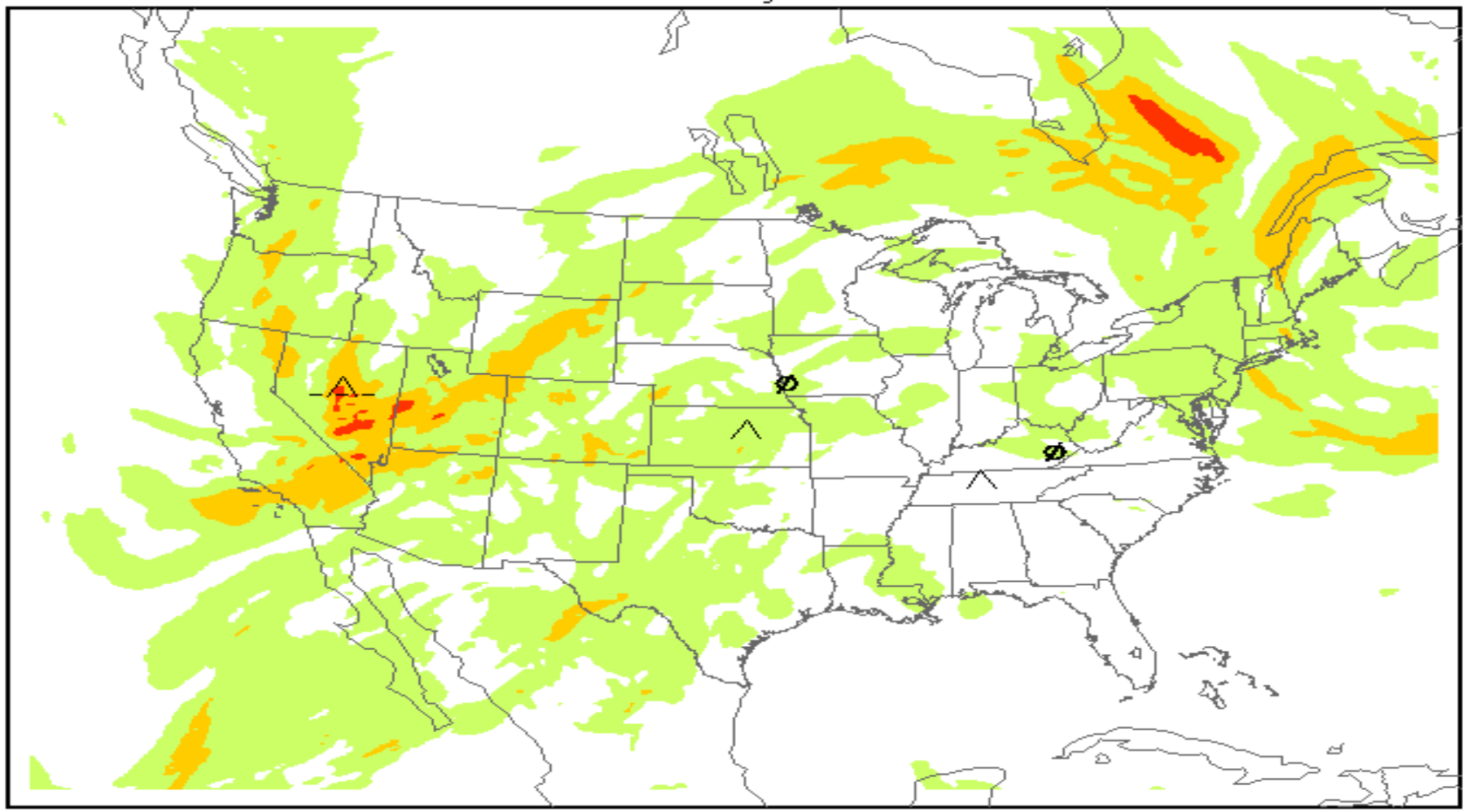
Current Available Weather Products



The GTG is an automatically-generated turbulence forecast product that supplements AIRMETs and SIGMETs by dentifying areas of turbulence. The GTG is not a substitute for turbulence information contained n AIRMETs and SIGMETs. It is authorized for operational use by meteorologists and dispatchers.

Turbulence forecast at FL360

Analysis valid 0100 UTC Tue 10 Mar 2009



None | LGT | MOD | SEV | Extreme

Turb PIREP Symbols

Smooth | Light | Moderate | Severe

Smooth—Light | Light—Moderate | Moderate—Severe | Extreme

Another Tool Available

GFS LAMP (Localized Aviation MOS Program) Thunderstorm Guidance:

http://www.nws.noaa.gov/mdl/gfslamp/tstorms.php

The GFS is a global forecast model, has the ability to provide forecast probabilities for thunderstorms.

Green = 20%

Yellow = 40%

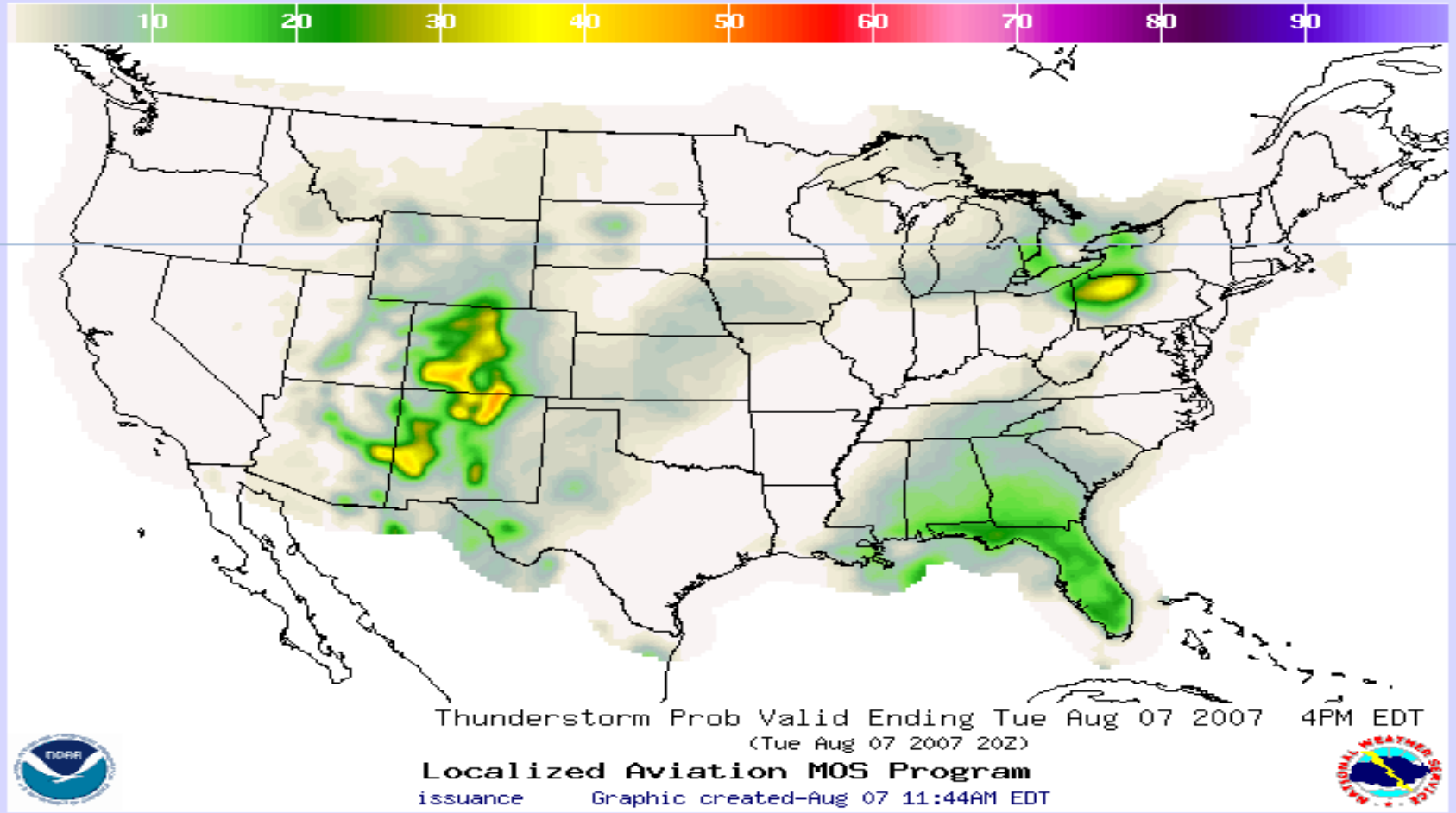
Red = 50%

GFS-LAMP THUNDERSTORM GUIDANCE

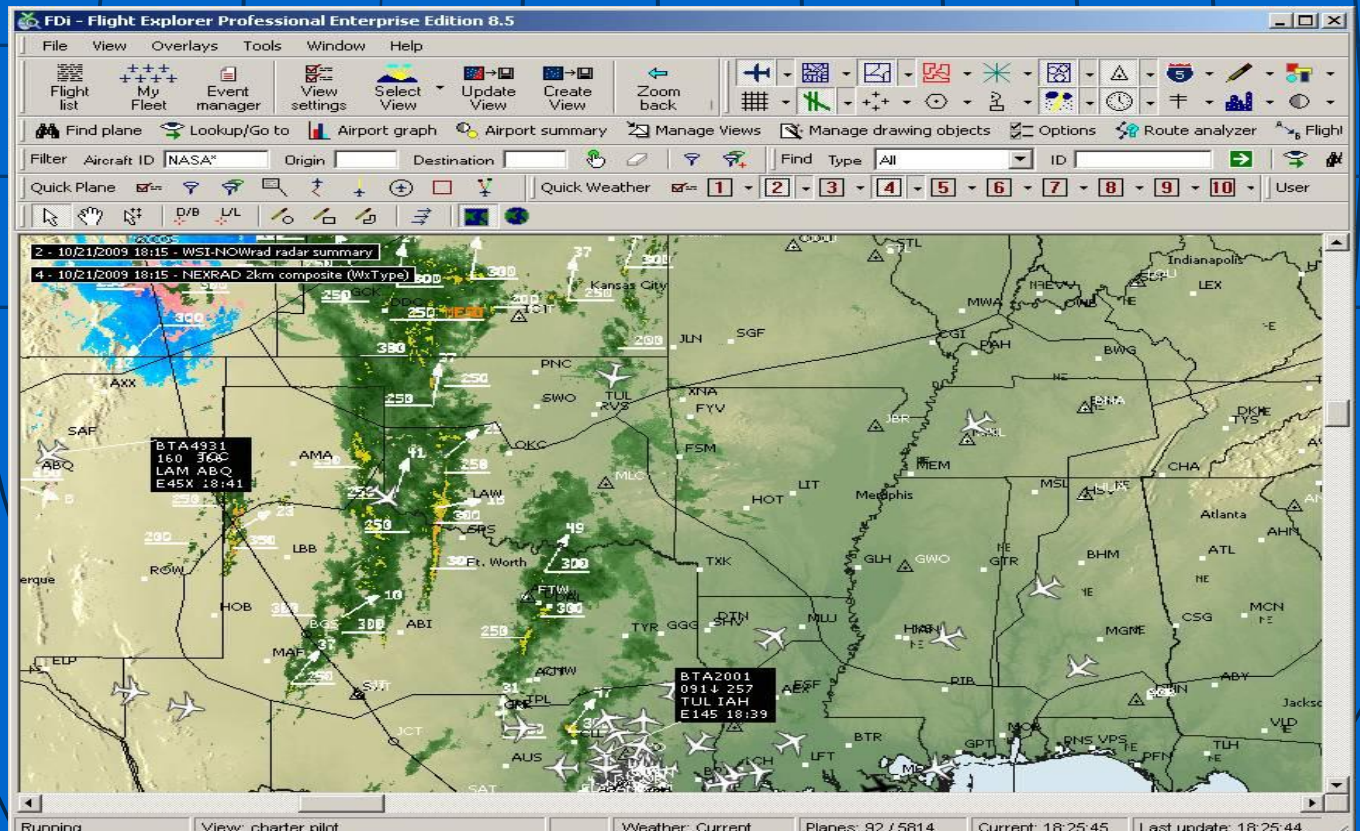
Latest Forecast Cycle	Issue Time
Tuesday, August 7 18 UTC	18:44 UTC

GFS-LAMP Thunderstorm Products

2-HR TSTORM PROB. | 3-5HR | Looping Control | Loop Speed



Current Flight Following Products
aka Aircraft Situational Display (ASD)



Another ASD system

he ut ur e i s ow oi ng t o t he ext evel

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 or drift down alternates

When ATC reroutes a flight, the PIC and the dispatcher must ensure they have complied with the above regulation

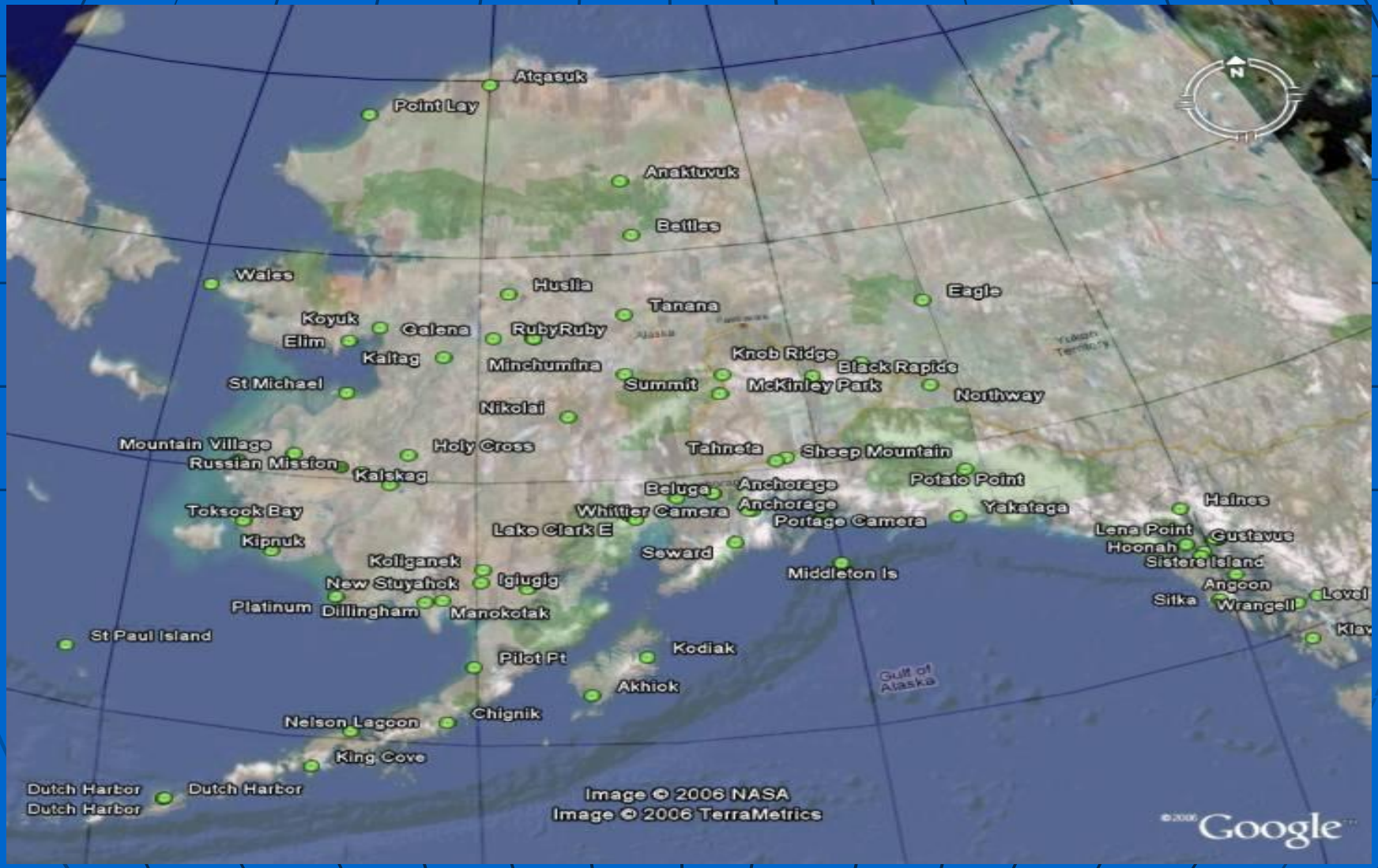
FAR 121.647

- Each person computing fuel required for the purpose of this subpart shall consider the following
- Wind and other weather condition forecasts
- Anticipated traffic delays
- One instrument approach and possible missed approach at destination
- Any other conditions that may delay landing of the airplane

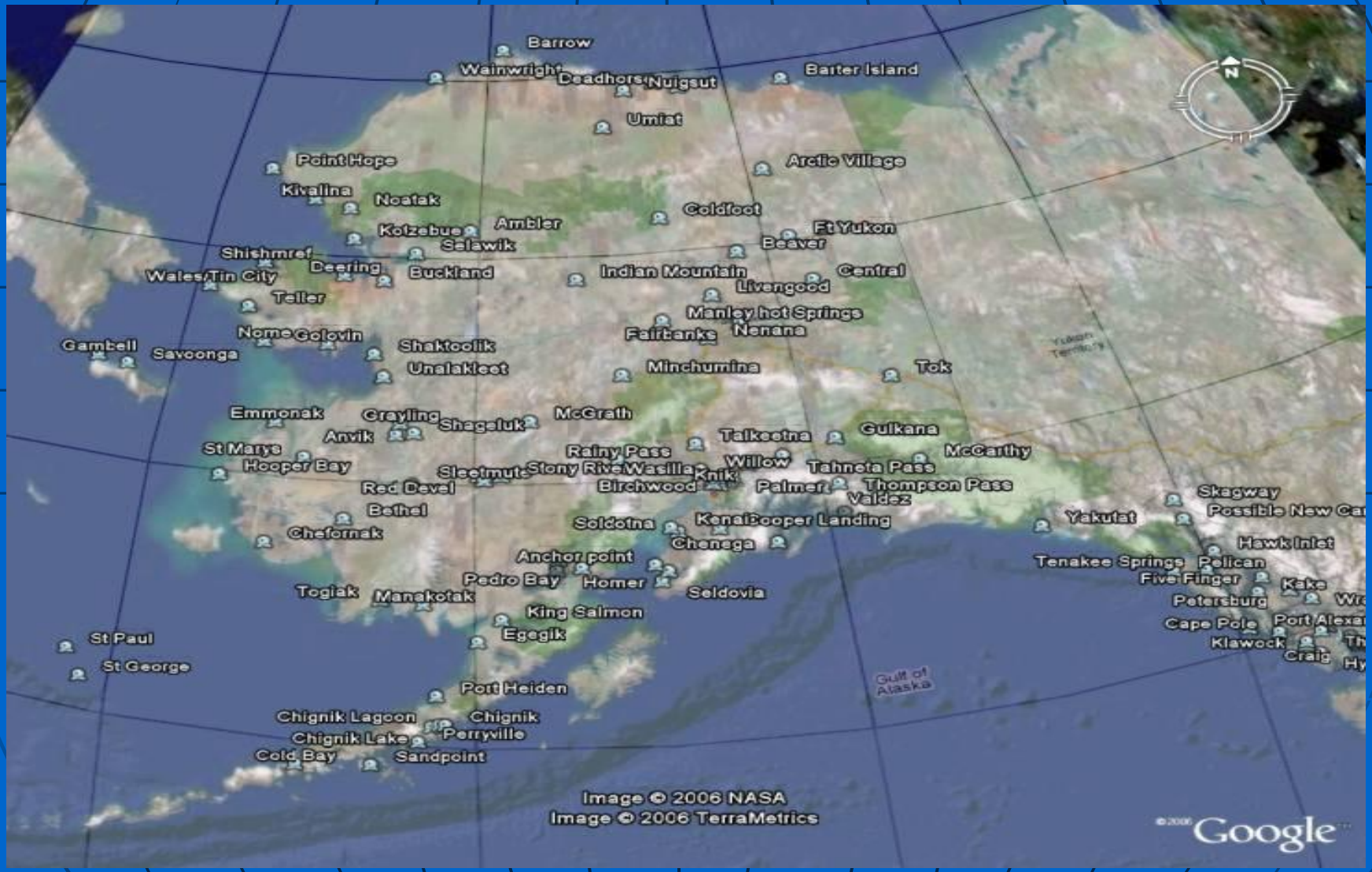
- and -

- ✓ Improve Situational Awareness
- ✓ Smaller Separation/Highest Level of Safety
- ✓ Right Information/Right Person/Right Time

Current Weather Camera Locations



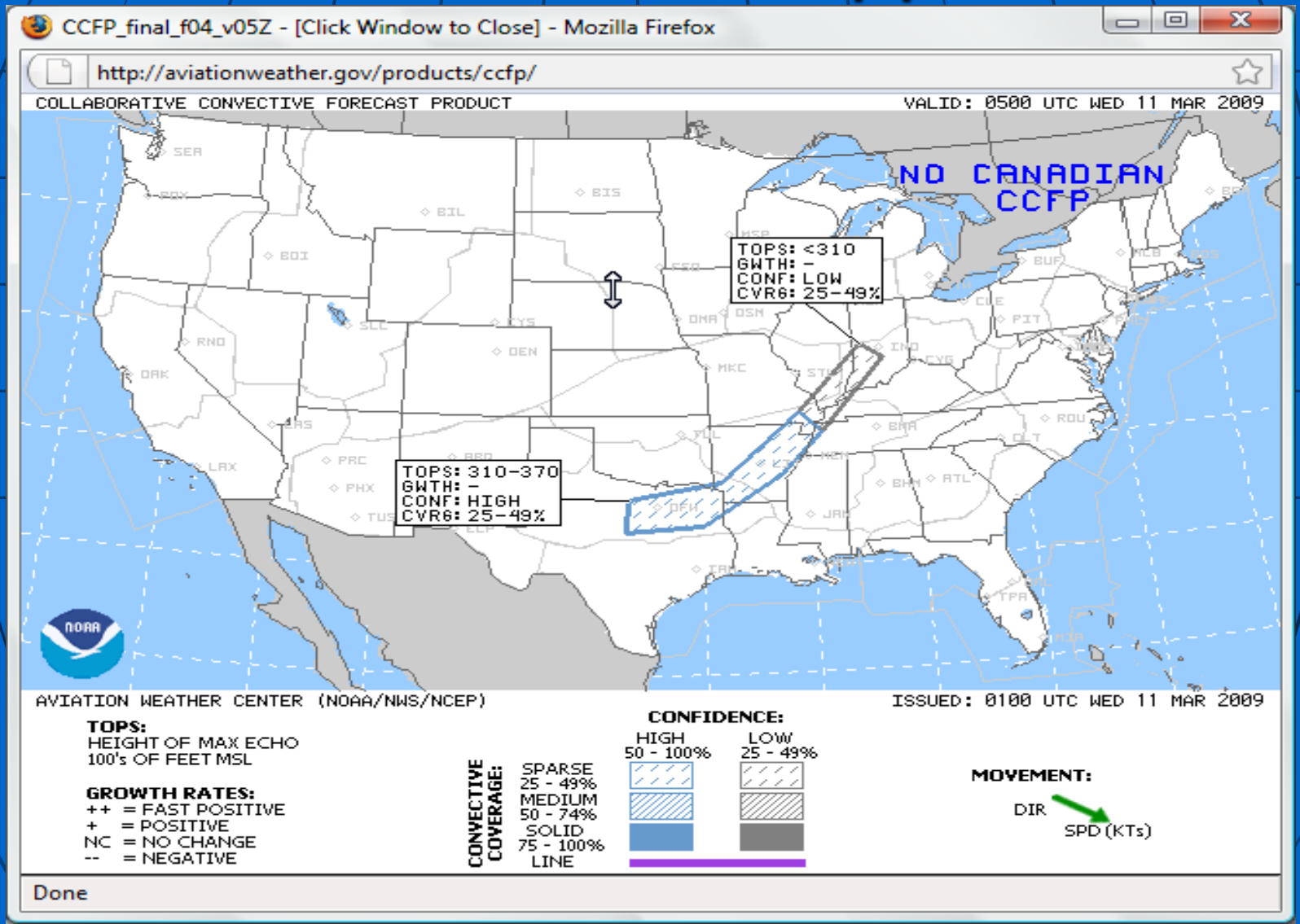
Proposed Weather Camera Locations



Areas Lacking Approved Weather Imagery

- Mexico
- South America
- Central Caribbean
- Germany (for non German speaking)
- Middle East
- Asia

In Nexgen we need to start looking at weather in 3d, as oppose to 2d



There are three active legs to the stability of a flight. Pilots, Dispatchers, & Air Traffic Controllers

In closing thank you for your time.

We invite you to contact us and arrange for a visit and first hand experience at an AOC.