



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

Analysis

File Edit Frame Graphic Map Weather Help

AL Flight-No. OS Date DEP STD STA DEST Init. Time Scenario No. 2 Prognosis 16-apr-2003 06 Non ETOPS

LH 704 16APR03 SCEL 160200 161500 LEMD 161543

Operational Case Standard ST Set to Def. 17 160200 161500 33 Graphic OFF Zoom Menu Map ALTN 1

Climb

Procedure MN IAS

Speed 0.790 300

Variable Speed

Fixed MN Airspace/Airway

Optimum MN

Descent

Procedure MN IAS

Speed 0.800 300

REM Fuel Fuel Gravity

0.800

Restriction view.

Route Options ... Route Survey ...

Inflight ... ALTN Survey ...

Tankage ... ETOPS ...

Reclearance ... Restriction ...

Analysis Opt Param ...

	ROUTE	MCT/R	MFT/R	SCLHAD2	SCLHAD9	SCLHAD1	SCLHAD8	SCLHAD7	SCLHAD3	SCLHAD5	SCLHAD4
OFF NO	5	4	7	14	6	13	12	8	10	9	
REG	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA	CCCQA
CRUISE	VRBL	VRBL	VRBL	VRBL	VRBL	VRBL	VRBL	VRBL	VRBL	VRBL	VRBL
TRIP	90670	88117	88404	88845	88896	88896	89388	89021	88872	90096	
TTIME	1254	1230	1231	1237	1237	1237	1242	1238	1237	1250	
ETA	1509	1445	1446	1452	1452	1452	1457	1453	1452	1505	
COSTS	41047	44886	45416	45469	45603	45603	45647	45651	45695	46229	
CONT	4534	4406	4420	4442	4445	4445	4469	4451	4444	4505	
ALTN	LEVC	LEVC	LEVC	LEVC	LEVC	LEVC	LEVC	LEVC	LEVC	LEVC	LEVC
AFUEL	4079	4108	4105	4100	4099	4099	4094	4098	4099	4086	
HOLDING	2556	2592	2588	2582	2581	2581	2574	2579	2582	2564	
PLNTOW	101839	99223	99517	99969	100021	100021	100525	100149	99997	101251	
P EXTRA	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
DIST	6262	6060	6029	6066	6087	6087	6046	6087	6083	6183	
AVG WC	P017	P019	P016	P016	P016	P016	P010	P016	P016	P016	
MAXZFW	181000	181000	181000	181000	181000	181000	181000	181000	181000	181000	
ESTZFW	181000	181000	181000	181000	181000	181000	181000	181000	181000	181000	
PLNZFW	173161	175777	175483	175031	174979	174979	174475	174851	175003	173749	
MALTOW	275000	275000	275000	275000	275000	275000	275000	275000	275000	275000	
PLNTOW	275000	275000	275000	275000	275000	275000	275000	275000	275000	275000	
MALLW	192000	192000	192000	192000	192000	192000	192000	192000	192000	192000	
PLNLW	184330	186883	186596	186155	186104	186104	185612	185979	186128	184904	
ADDFU											
TCAP	113624	113624	113624	113624	113624	113624	113624	113624	113624	113624	
SAVINGS											
MAX FL											

Remove OFFP

OFFP ...

More Info ...

Recheck

SELECT

FLT LIST

PLAN PARAM

RTE DEF

OFF TRANS

WXNOTAM

COSTS

REMARK

CLEAR

REFRESH

PRINT

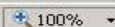
HELP

CLOSE

ABC

Aviation and weather sometimes don't mix







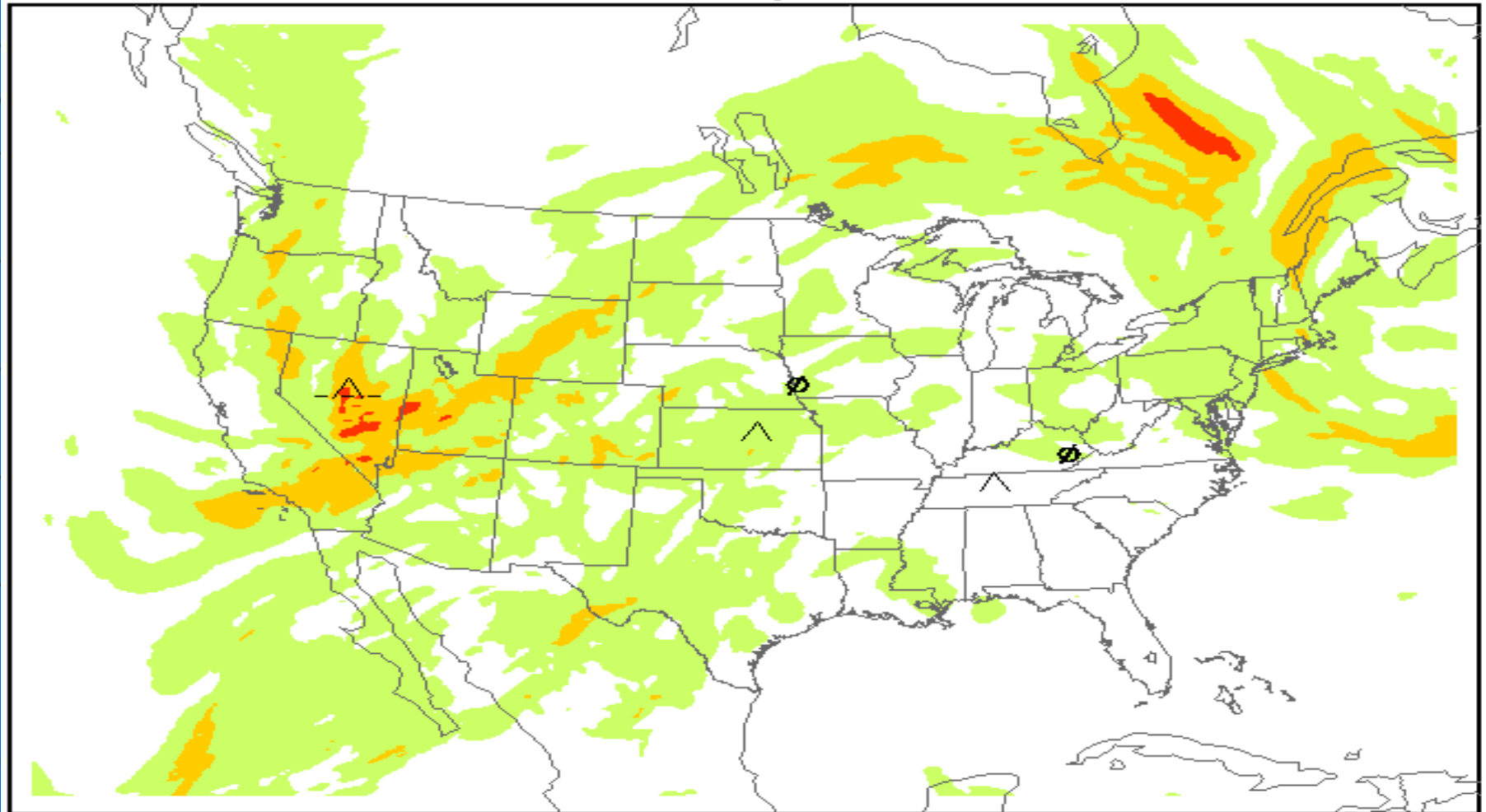
Current Available Weather Products



The GTG is an automatically-generated turbulence forecast product that supplements AIRMETs and SIGMETs by identifying areas of turbulence. The GTG is not a substitute for turbulence information contained in 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

Tuesday, August 7 18 UTC

Issue Time

18:44 UTC

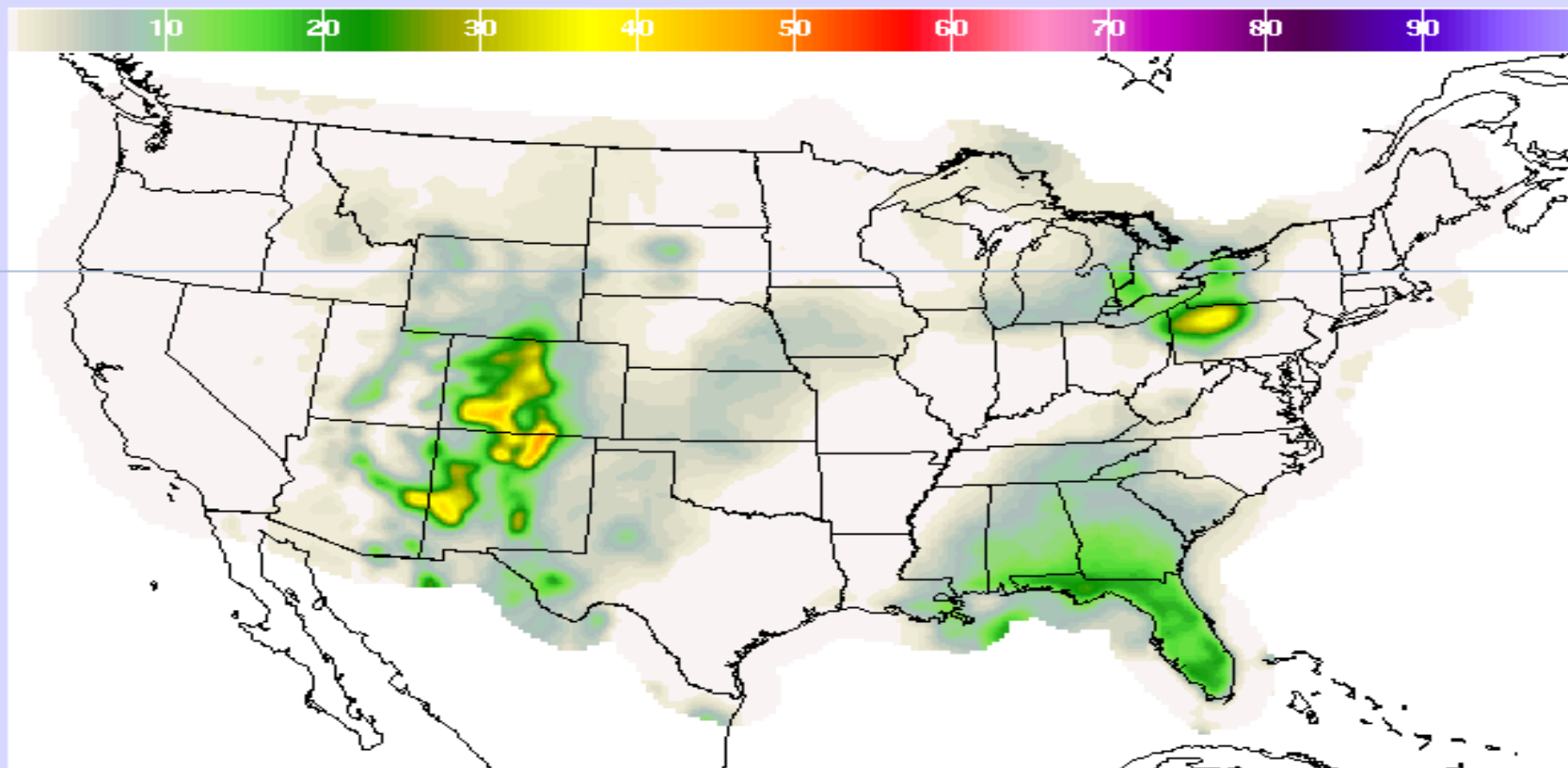
GFS-LAMP Thunderstorm Products

2-HR TSTORM PROB. ▾

3-5HR ▾

Looping Control

Loop Speed



Thunderstorm Prob Valid Ending Tue Aug 07 2007 4PM EDT
(Tue Aug 07 2007 20Z)

Localized Aviation MOS Program

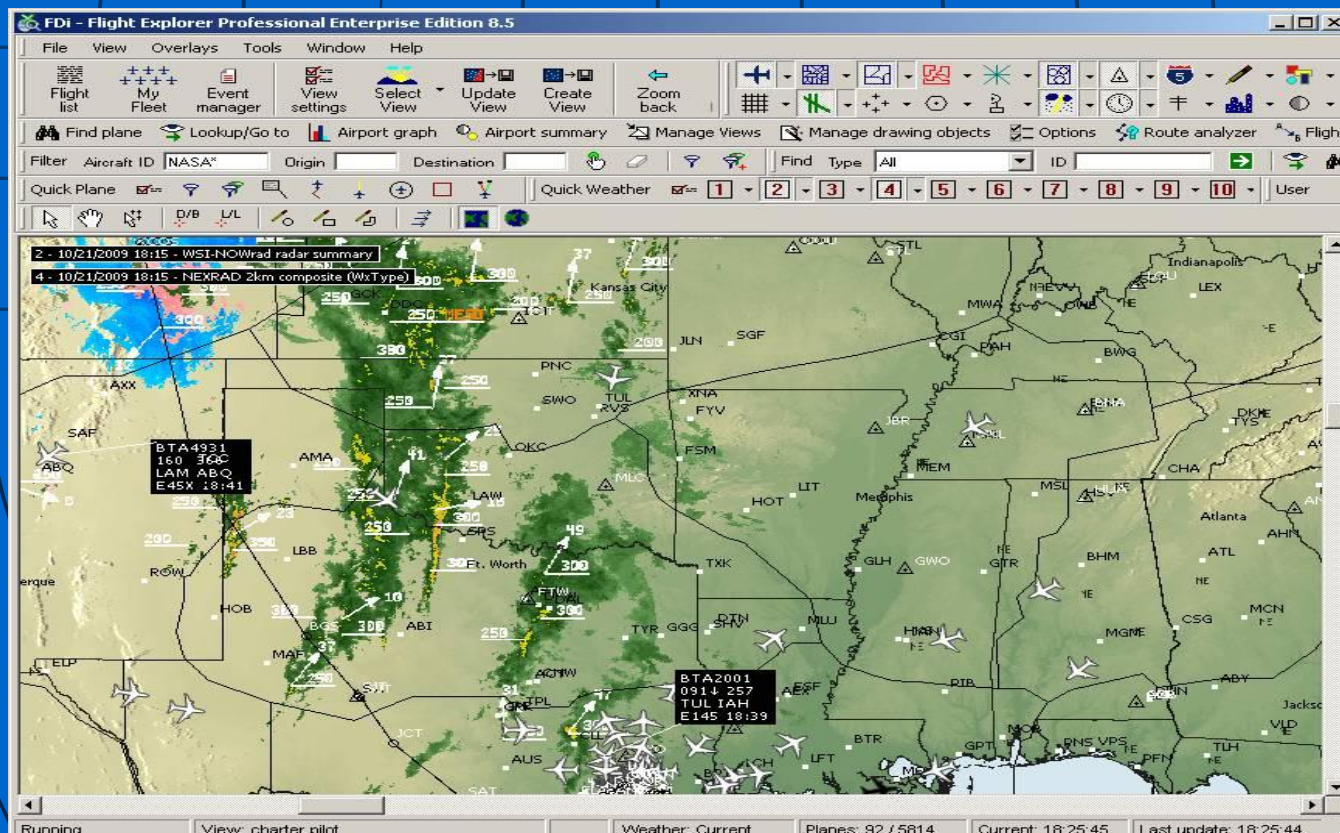
issuance

Graphic created-Aug 07 11:44AM EDT





Current Flight Following Products aka Aircraft Situational Display (ASD)





he future is now going to the next level



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

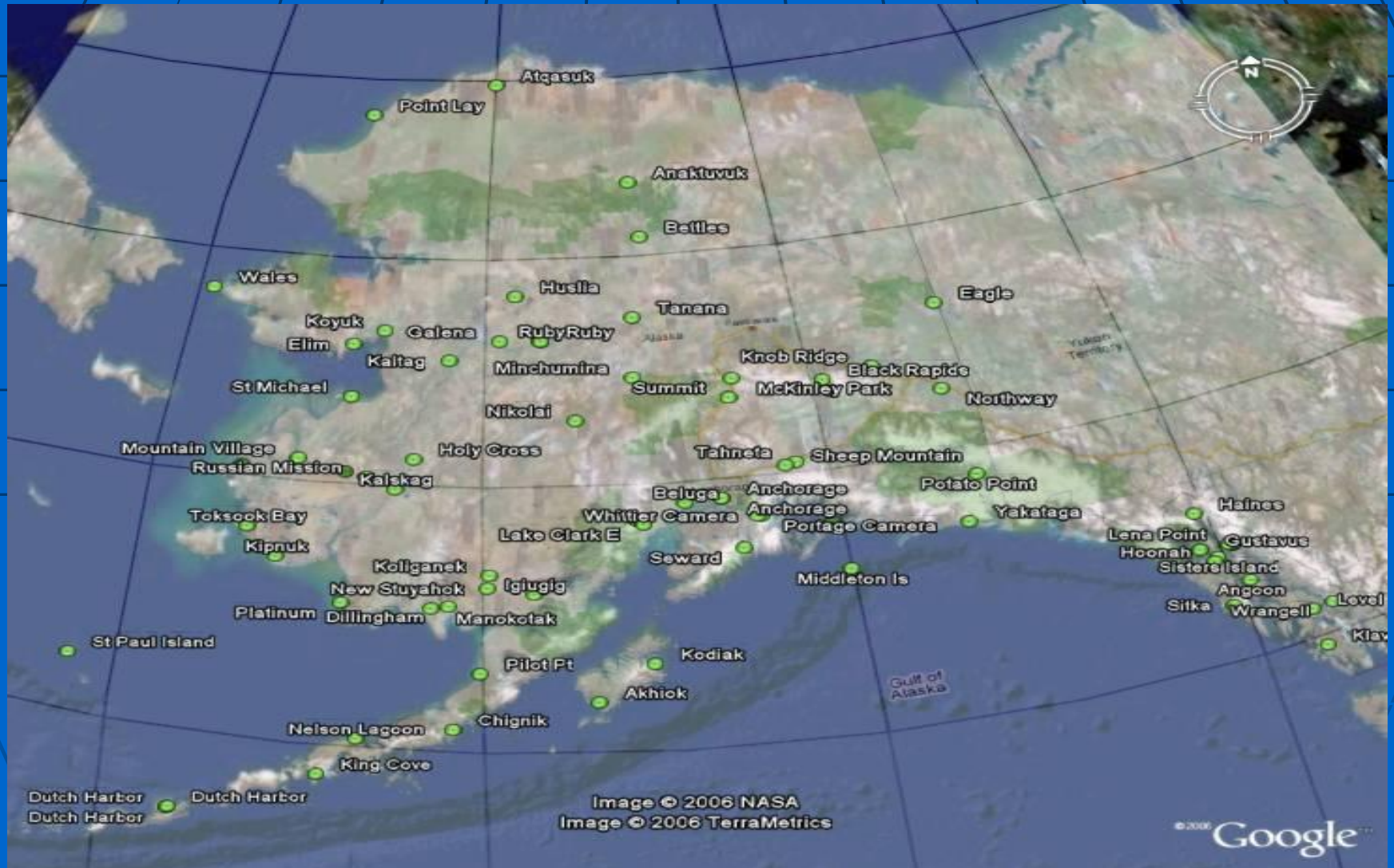
- Each person computing fuel required for the purpose of this subpart shall consider the following
 - Wind and other weather condition forecasts
 - Anticipated traffic delays
 - One instrument approach and possible missed approach at destination
 - Any other conditions that may delay landing of the airplane

- and -

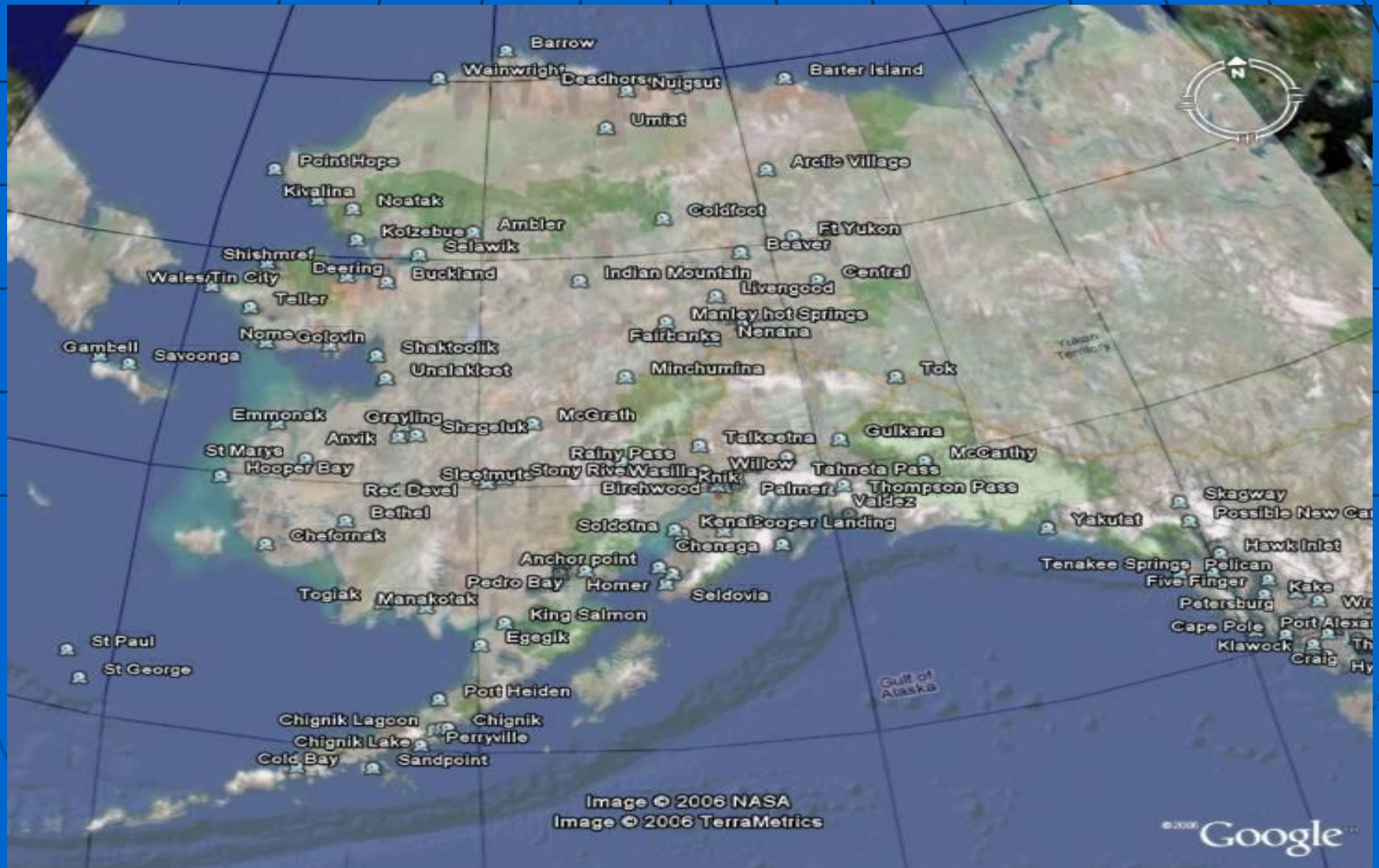


- ✓ Improve Situational Awareness
- ✓ Smaller Separation/Highest Level of Safety
- ✓ Right Information/Right Person/Right Time

Current Weather Camera Locations



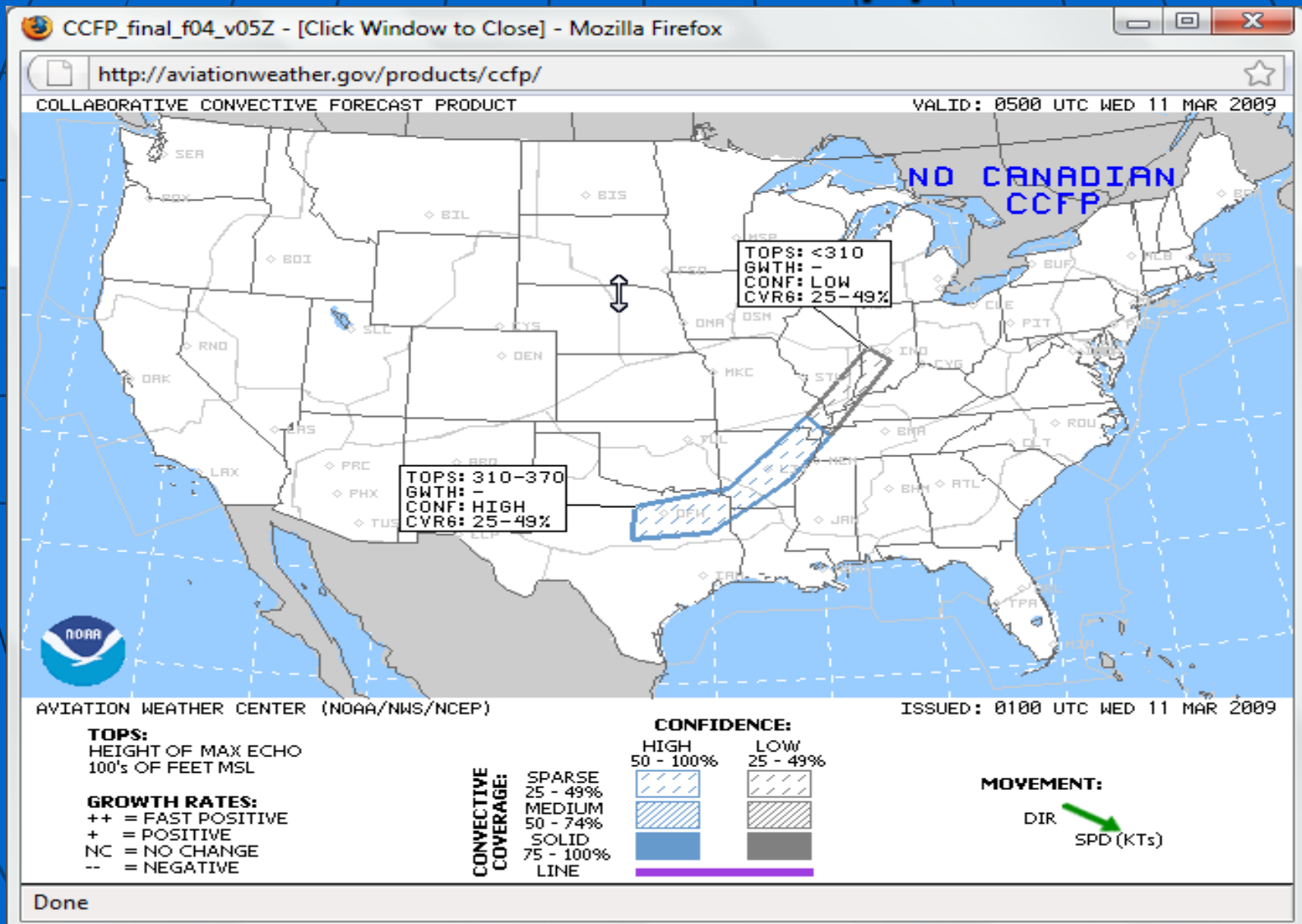
Proposed Weather Camera Locations



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.

