

ADF

NEWS



Volume 8 Number 2

July 1998

(This spring, long time ADF Officer, Bill Cranor advised the ADF Board that he had accepted a position with the ATA in Washington D.C. Accordingly, in compliance with the ADF Bylaws, Exec. VP Steve Caisse assumed the role of President)

ADF President's Message:

Fellow Members,

Although many of you know me, some of you may not so please allow me to briefly introduce myself. I have been employed by Delta Air Lines for 20 years. My wife and I live in an Atlanta, GA. suburb and are busy raising our two-year-old daughter. As with many of you, my child is the joy of my life, and her future well-being as guaranteed by my career and salary is my strongest reason for working to build this great organization. I have been a licensed aircraft dispatcher since 1990 and an ADF member since that time. I work the "Transcon Desk" in our Operations Control Center. I am a line-check dispatcher and also a training instructor. I am a member of our automation team and have been very active in the development of Delta's aircraft situation display tool.

One night about seven years ago, I was working the mid-night dispatch shift. Towards dawn, I received an electronic broadcast message from a fellow dispatcher and ADF Director. His note stated that he was supposed to go to Washington, D.C. on the following day on business for the Airline Dispatchers Federation. A family emergency had sprung up and he, now unable to go to DCA, was looking for someone to go in his place. The individual is a good friend and since I was off the next day, I told him that I would go in his place. I did not really know much about this "ADF Organization" that I was going to represent. I knew that a small portion of my dues went to support the organization and I vaguely understood that ADF was some sort of national association for dispatchers - but that was about all I knew.

The following day at 9:00AM I found myself in a crowded conference room in our Nation's capital. Numerous FAA personnel, vendors and representatives of all the major industry ABC groups surrounded me. The audience's

attention was fixed on a well-respected Ph.D.D. from NASA who was presenting a synopsis of his work on a new NASA project. As I listened, my interest heightened. The gentleman was describing a new black box that would allow aircraft to execute flight plans on the fly. Equipped with this new technology, an aircraft would be able to takeoff without a flight plan, ingest various meteorological data components while enroute and on a minute by minute basis select its subsequent route of flight. The new route information would be downlinked to ATC. There was no mention of joint responsibility or operational control. As I listened, now very intently, the gentleman stated that "One of the nice things about this system is that it will allow airlines to abolish their flight planning centers and dispatchers". Many of you know the rest of this story and the outcome of that meeting.

It was that disconcerting event that convinced me that I needed to learn more about this "ADF" organization and that I needed to become involved in promoting and protecting our livelihood. Shortly after attending that first meeting I was appointed as ADF's Director of Safety. For the next four years, I attended numerous meetings in Washington and elsewhere on behalf of ADF. During that time, I served as Co-Chair of RTCA Special Committee 169 WG-5 and participated in the Free Flight Task Force. Last fall at the yearly symposium in Denver Colorado, I was elected to the position of Executive Vice President of ADF. When our past president, Mr. Bill Cranor was offered and accepted a position with the Air Transport Association in Washington, D.C., this past May, in accordance with the ADF bylaws, I assumed the position of president.

Last month in Dallas, I addressed our spring business meeting for the first time as your president. At that meeting, I elaborated on several of the changes I intended to make as ADF's new president. Some of the first changes have already been implemented. For

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example, I have just completed moves to realign our organizational structure so as to more clearly define roles and responsibilities within the organization. I have assigned each of ADF's four Vice President's, new titles and areas of responsibility. Each of the four VP's will be heading up a team comprised of three of ADF's twelve Directors. I have encouraged our VP's to establish and maintain a regular dialogue between their team members. Each of them will be reporting to our Executive Vice President, Mr. J.C. Creighton. Jim will in turn keep me appraise of the Executive Board's comments, questions and agenda items. I will be calling each of the VP's periodically as well to keep communication lines open and information flowing.

I have stated that my primary goal as ADF's new President is to enhance the benefits of membership to our constituents. Through increased use of communication tools like the ADF web site, I also want every member to have a clear picture of the importance of the professional representation that ADF provides. In addition, I want to give something back to those in our organization who work hardest for ADF. As you know, ADF has always been a volunteer organization. To those members who consistently contribute long hours and incur personal financial expense in the course of their volunteer activities, I would like to provide some limited expense reimbursement as a way of saying "thank you".

Therefore, I have submitted to the Board, a proposed change in the ADF by-laws whereby the organization will reimburse directors and officers for hotel expenses incurred when those individuals are attending ADF quarterly business meetings. I am also working with several of our member airlines to get some type of expense reimbursement for members who come to the quarterly business meetings. These meetings are the most important of the year for the organization I want to see participation increase. I believe these steps will help toward that end. ADF will monitor these expenses closely to be certain that this policy change does not subject the organization to any unrealistic expense obligations.

It is my intention to fund these new expenses by increasing sponsorship funding through an aggressive campaign targeting additional corporate and scholastic support. Over the past few years, we have been encouraged by a significant increase in the number of sponsorship partners that have joined us. ADF will also seek limited participation in federally funded grant programs associated with the aviation industry. We as dispatchers bring a unique level of expertise to the table and that expertise is very much in demand these days. I do not anticipate that our new expense reimbursement program will negatively impact ADF's treasury.

I am also pleased to announce that beginning this Fall at

our yearly symposium, ADF will award the 1st annual "National Aviation Safety Award". This award will be made to a dispatcher that a selection committee will judge to have made a significant contribution to aviation safety. The selection committee will be comprised of ADF delegates from our member airlines. As dispatchers, we are all aware of the role our profession plays in aviation safety. It is my intention to use this award, not only to honor the individual involved, but to also educate the rest of the industry as to the role the aircraft dispatcher plays in aviation safety. Please see the article "National Aviation Safety Award" in the current ADF newsletter for more details.

It is true that the past few years have been the fastest growing and most productive in ADF's history. One just has to take a look at the list of 1997's accomplishments on the web site to realize all the success our profession has enjoyed. The news media, public officials and other industry players are listening to what we say and watching what we do - and we are proud of it.

But it is every bit as true that the challenges that are arrayed against us are stronger than ever, more potentially damaging to the profession than ever, and more determined than ever. This is especially true of the menace that emerging technologies bring. Many companies around the country are developing tools which they claim will automate the work we now perform and nullify the requirement of our profession. It is every bit as true that threats to our profession will continue to endanger our occupation as we enter the next century. It is every bit as true that we are fighting for our profession and our livelihoods, our future and our fundamental values, not unlike those who have served before us.

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Unless more in our profession make the tough decisions to become more informed and more involved -- threats to our vocation may become insurmountable. Fellow dispatchers, if we are going to count on this profession for our livelihood in the years to come, we need to reach out to our colleagues around the country and ask them for their help.

And that is why today, it's time to answer a new call. We've got to use the power we have to build the power we need -- through a strong, growing, and progressive professional organization. We've got to stop just talking about the future, and confront it as bravely as our members did in decades before us, embracing the promise that new technologies bring, but every watchful of those who stand poised to use this technology in an attempt to replace us.

One of ADF's major challenges is to take what ADF has done best -- and do it even better. We've got to be the strongest, smartest, toughest promotion machine of the dispatch profession that we can possibly be. Every time we win a victory for the profession in Washington, it is because we have the talent and dedication of one of our members to make it happen. And, every time we fall short of what our members deserve and demand, the reason is just as simple -- because we don't have the strength of numbers to do what needs to be done. We must not forget that with the stroke of a politician's pen -- everything we've accomplished as a profession can be lost. The FAR's can be changed as evidenced by the Single Level of Safety rewrite.

I recognize that the strength of our organization lies with the silent, money contributing membership of ADF, the line dispatcher who works hard every day at making the profession proud by keeping our passengers, crews and aircraft safe. Without the solid work of that segment of the industry, ADF would have no profession to promote - we would be finished. However, I am certain that there are some additional members, not presently actively involved in ADF's efforts, who will be able to assist us in the work we have to accomplish in Washington D.C. and elsewhere. ADF needs folks who can periodically go to industry meetings and unabashedly speak up for and promote the profession. I hope that some of you reading this can answer the call to volunteer to attend a meeting or two for ADF. In the near future, we will begin posting upcoming meetings that need a dispatcher's voice on the ADF Website. Members who find they have an interest in the meeting's topic and the opportunity to attend on behalf of ADF will be encouraged to contact us. We will provide a meeting briefing packet and as I stated earlier, will cover expenses involved with the meeting. A small investment of your time will yield a great return for the profession.

ADF's contention is really an easy argument to win. Our contributions to aviation safety, to our employer's bottom line and to the travelling public in general speak for themselves. We know it. Those informed about our profession know it. For those that need to be educated, we're going to use the power of persuasion -- and, if that doesn't work, we're going to use the persuasion of power. We're going to keep turning up the heat until everyone whose "dispatcher illiteracy" now threatens our profession, sees the light and recognizes that the aircraft dispatcher is an indispensable contributor to aviation safety.

Another challenge ADF faces is in finding new ways to involve our members in everything we do, by developing new leaders, and by coordinating the work of our local ADF representatives and the affiliation we have with international organizations. We need to involve the members of our profession in the organizational decisions that affect them. We need to continue to harness the technology of the Internet to bring the organization to our members. Our web site will continue to evolve and will remain the focal point of our communication of that which ADF stands for to the rest of the world.

As did my predecessors, I will keep ADF well clear of any labor issues effecting the dispatch profession. Our membership is well served by many great labor organizations that protect their livelihoods. ADF's role is to promote the value of the profession. The role of the union's that represent many of our members is to secure fair compensation for that value. ADF has never engaged in labor issues, and with me as your President, we will stay that course.

We must never forget that the success of tomorrow is built on the foundation of the past. We must remember the contributions of those who have fought our battles before us. Throughout the sixties and seventies, many others in our profession gave everything, risked everything, and did everything to save our profession from hostile attacks. Our success today is not an inheritance. It is a mission passed along from generation to generation. I will work as hard as possible to preserve the success of those before me and to provide a solid foundation for those who follow. To those who work so hard, we owe thanks.

The greatness of ADF is that it brings together wonderful, dedicated people who might never have had the chance to work together, succeed together, or see their dreams become reality together. And it teaches us that we have the same challenges, the same interests, and the same values. And that together, we can build something far better and more lasting than any one of us could build by ourselves.

Now, as I close, I ask you to join me and pledge to build a

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future worthy of our past. Will you join me in building that future? Will you join me in dedicating our time and our efforts to promoting the dispatch profession at each and every opportunity? ADF is the best hope our profession has to ensure we maintain secure jobs for ourselves and for the next generation of professional aircraft dispatchers. And together, we won't let them or ourselves down. I am proud to be your new president and will work hard to serve each and every one of you.

Thank you,

Steve Caisse

Nominations Now Are Open!

- ⇒ **Executive Vice President**
- ⇒ **Vice President of Membership**
- ⇒ **Vice President of Government Legislative & Legislative Affairs**

Nominations will be open until 10-5-98 at which an election will be held at the ADF Business Meeting in Washington D.C.

Candidates for Officers will be made from the general membership. To be eligible for nomination and/ or election, you must be in continuous good standing. Officers shall be elected for a 2 year term commencing January 1, 1999. Contact you ADF Representative for more information!

From Our History....

“The dispatcher must never be content to let things work themselves out. Rather, he must take an active part in every problem that arises. Only in this way can he catch possible serious situations before they develop dangerously. ***Errors of omission are just as dangerous as errors of commission.***”

Jerome Lederer, Director of Flight Safety Foundation, at a 1939 lecture at Norwich University on the subject, “Safety in the Operation of Air Transportation.”

1998 Symposium

Bill Leber

The 1998 Symposium promises to be the best ever. The successful efforts of dedicated ADF members and leaders have raised the bar for this event but we intend to exceed expectations once again. This year the theme for our Symposium will be:

“Airline Operational Control Decision Making”

We will examine the realities of today, the research efforts which are ongoing and the future which we are all in the process of creating.

Featured Speakers from Airlines, FAA NASA, OSU, and even the Congress of the United States will make attending this event well worth you time and effort. Every other year we hold the Symposium in Washington DC to attract some of the most important, influential and interesting people in Aviation to speak and give recognition to this essential profession.

There is very limited space for additional speakers so if you are one of those important people please contact Bill Leber at 71043.126@compuserve.com.

If you are one of the regular attendees make your reservations now and if you have never attended an ADF Symposium then you are in for a real treat.



1998 ADF Calendar

August	2-3	Thirty Fourth ADF Business Meeting Portland, OR.
September	30-	EUFALDA Meeting
October	02	Balluta Bay, St. Julians
October	5	35th Business Meeting & Reception Washington D.C.
October	6 & 7	ADF Symposium Washington D.C.

A Brief History of the Dispatch Profession

The profession of Flight Dispatcher has evolved with the many changes that the aviation industry has undergone. In the early years of aviation, it was standard practice for pilots of commercial airlines to load the mail, passengers, and cargo get into their airplanes and fly from point A to point B. They had no preplanned flight plan, little if any weather information, nor any firm plan of action in case conditions changed enroute. The pilots, in those days, would take off and head in the general direction of their planned destination, with no more than a compass and known landmarks to help them along the way. If weather, mountains, trees, or even power lines didn't get in their way they were able to find their destination. In the early days aircraft had very little navigation equipment, no usable communication equipment, nor did the airlines have any reliable method of tracking flight progress from the ground. After years of increasing accidents which were growing more costly in terms of equipment and lost lives the state and federal authorities sought to put the fledgling industry on safer ground through regulation.

In 1938, the Congress of the United States passed the Civil Aeronautics Act. This legislation laid down strict regulations to ensure that all air carriers operated in as safe a manner as possible. The establishing of this act created an operational control structure consisting of a system of checks and balances which, when complied with, produced the highest level of safety possible for commercial airline operations. One result of this regulatory action was the creation of a new Airman Certificate. The Aircraft Dispatcher was created.

The Aircraft Dispatcher was and is a ground based, licensed individual who, according to the regulations, shares responsibility with the pilot for the safe conduct of each flight. The regulations have been modified, amended, consolidated, clarified, and re-coded, but the concept of shared responsibility between the pilot and the dispatcher for safety has always remained. This concept in regulation has become the model for many other countries which have adopted similar regulations for governing air commerce in their jurisdiction. The concept of operational control has been found to be a sound enhancement to air safety. The Aircraft Dispatcher is known by many names. At some carriers they are known as Flight Dispatchers, or Flight Superintendents, or even Flight Controllers (not to be confused with Air Traffic Controllers). No matter what the name, the function is the same; ensure compliance with all applicable regulations and the pursuit of the highest possible level of air safety.

In 1944, after World War II had already demonstrated the abilities of the airplane to get people from point to point,

another step in establishing a standards for this new

industry called Air Commerce was taken. That year ICAO, the International Civil Aviation Organization was formed. ICAO is an organization of nations whose purpose is to standardize international aviation regulations and to propose recommendations and norms for its member states.

Today, by regulation all United States scheduled airlines operating aircraft having more than 9 seats are required to maintain an appropriate number of dispatch centers staffed by FAA licensed Aircraft Dispatchers. The Dispatchers in these centers maintain operational control over thousands of flight segments a day throughout not only the United States, but around the world. Many of these Dispatchers, working for different carriers, exercise this control over flights operating literally on the other side of the globe. This is made possible by the advances made in recent years in telecommunications and computer technology. The Dispatcher now has the capability to discuss the operation with their flight crew whether they are over head, over the Atlantic Ocean, or over the western Pacific. This capability has greatly enhanced the safety of operation by enabling the Dispatcher to forward to the flight crew any changes in destination weather or field conditions, enroute weather or wind changes which could adversely effect the operation. Compared to the early days when the best the pilot could do, on his own, was to head in the right direction, we have indeed come a long way. The over all safety record of the industry bears this out.

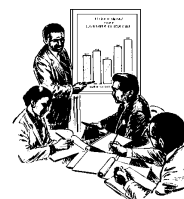
COME SEE HOW YOUR ORGANIZATION WORKS AT THE NEXT BUSINESS MEETING

Come to Portland. Where is that??

OUT WEST SOMEWHERE!

The next meeting of the ADF will be held in PDX on August 2 and 3, 1998 Hotel reservations can be made at the Silver Cloud Inn in Portland.

Reservations can be made by calling the Hotel at 1-800-205-7892 or (503)252-2222 and ask to make a reservation from the "ADF" block. The cost is \$60.00 a night.



ADF Web Site Popularity Continues to Increase.

Steve Caisse

The latest usage statistics from the ADF web site's host, Seagull Technologies indicates that the ADF's internet home is becoming an increasingly popular stop among internet users. For April, 1998, the web site recorded 202335 "hits". This is an amazing number for an organization of less than 1000 members. The Dispatcher Weather Briefing page continues to be the most popular stop on the web site with over 44% of the hits involving the Weather Briefing page. The ADF Schools link also showed strong appeal to prospective dispatchers being the 9 ninth most request page on the web site. An interesting aspect of the activity report is the ranking of company hosts accessing our web site. For the period covered, Southwest Airlines users were the most frequent visitors to the site with 25% of all hits recorded being attributed to the Dallas company. Next in line was Delta Air Lines with 14%, United Airlines with 13%, Northwest Airlines with 5% and TWA with 4%. Rounding out the top 10 most active servers visiting the site were America Online users at 6, Alaska Airlines at 7, FedEx at 8, Emery Worldwide at 9 and Midwest Express at 10. It is obvious from these numbers that many dispatchers are finding the weather data available on the web useful. We were also pleased to note that we have entertained a number of visitors from outside of the USA to the site.

Canada, Belgium, England, Australia, Malaysia, Japan, Singapore, Germany and the Netherlands round out the top 10 nations visiting the site after the USA.

On the busiest day of the month, April 15, 1998, the site recorded 9266 hits. That works out to 386 hits per hour, or about 6 and a half hits per minute - impressive traffic for a web site. Wednesdays, for some reason remains the busiest day in terms of traffic with nearly 20% of all hits occurring on Wednesday. Sunday's are the slowest days, averaging 12.5% of the total hits. In terms of time, the 0700-0800 EDT hour is the busiest in terms of traffic, while not surprisingly, the quietest time is 0200-0300 EDT with just 2% of all hits occurring at that hour. It is obvious that many from Government visit us as the state of Virginia originated the most hits from a single state to the site. This was followed by California and then Texas - due no doubt to our Southwest friends.

The Web site continues to server as ADF's voice to the world. Recent additions to the site include the ADF's revised organizational charts. We have updated the weather links on the site and have added information regarding the ADF's next business meeting.

If you have not been there lately, stop by the site and surf for a while. We are adding new data weekly. The latest are:

- NCAR Nat'l Convective WX Forecast
- Lightning Detection Network
- Volcanic Ash Forecast
- NOAA/NESDIS Satellite Imagery
- Great circle Route Calculator
- NOAA Air Resources Laboratory



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Exciting Projects Underway In Commemoration Of Our Profession's 60th Anniversary

By Mark Hopkins

In recognition of the 60th anniversary of the Aircraft Dispatch Profession, ADF has undertaken the task of video taping retired, soon to be retiring, and long time dispatchers in order to capture a retrospect of dispatching as it has evolved over the years.

Many of the long time dispatchers in their respective airline operations centers have had careers that have spanned many former airlines and involved a host of unique experiences. We have discovered that this second generation of dispatchers has ties through training and working together with the original group of dispatchers that were established in 1938. As these individuals leave the active dispatching scene, we will endeavor to capture as many of their experiences as possible, and to pass on to those that follow us, the true meaning of the profession.

Actually, the term interview is inappropriate to a point, as we have determined that a free flowing dialogue allows the dispatcher to relate back on experiences as they are recalled as opposed to a question and answer session. Some guidelines have been established however including a brief personal background, when, where, and how the individual got started in the aviation industry, how they became dispatchers, and the differences in the approach to operational control that have evolved over the years.

Thus far, two retiring Delta dispatchers, Joe Hagan and Merle Pleggenkuhle, (combined 49 years dispatching) have been taped with more to follow. Our goal is to have a presentation prepared for the ADF Symposium in Washington and to continue this project as a vehicle to archive pertinent information and history as it relates to our profession.

ADF SYMPOSIUM **Airline Operational Control** **Decision-Making** **Washington, D.C.**

October 5, 1998

ADF Business Meeting 0900-1700
Registration & Reception 1800-2100

October 6-7, 1998

ADF Symposium

Holiday Inn Capitol
550 C Street, SW
Washington, D.C.
202-479-4000
Fax 202-479-4353

ADF Room Rate Single or Double \$115.00

The hotel is located 1 block from the L'Enfant METRO Station, and walking distance to the Smithsonian, National Air & Space Museum, DOT Headquarters, and FAA Headquarters.

Check-in: 3:00 p.m. -Checkout 12:00 noon.
Airport Transportation: METRO

Additional rooms may be reserved for \$99 at
The Days Inn Hotel
1201 K St, NW
Washington D.C.
202-842-1020

Days Inn will provide shuttle to/from Holiday Inn & Continental Breakfast

All Hotel reservations must be made by 9/10/98

Additional information is coming soon. Watch for updates on the ADF Web site at www.dispatcher.org or contact us at 800-OPN-CNTL.

We look forward to seeing you there!

Notes From ATCSCC

Definitions from ATCSCC:

PRIORITY HANDLING- An airline can request priority handling over other same company aircraft. The command center would relay this request to the appropriate facility. If the controller was able to accommodate this request, he will give priority handling to the designated flight, but only over same company traffic. Many times traffic situations prevent controllers from accommodating this request

DIVERSION RECOVERY-In this situation, aircraft that have diverted will be given priority over other traffic regardless of company. We receive information via ARINC from airlines on aircraft that divert. We then notify the appropriate facility who gives priority to these flights. Users should file "DVRSN" in the remarks section of the flight plan. This highlights the flights that should receive expeditious handling to return to the system.

PATHFINDER – To ATCSCC, a pathfinder is an aircraft willing to accept a routing through an area previously avoided due to severe weather. The probable situation is the weather phenomena that impacted an area appears to be dissipating on ATCSCC's radar and a pathfinder would verify this observation for the purpose of re-opening the route. ATCSCC will solicit pathfinders when appropriate. We encourage the airlines to call and volunteer a pathfinder.

Note: Obviously, dispatchers can not plan flights into a known hazard. If your airline has an ATC coordinator, you should work closely together so flights will not be offered as pathfinders without the dispatchers and flight crews knowledge. ATCSCC also advised Dispatchers should also have a plan if, after takeoff, the route becomes unacceptable.

BEFORE A GROUND STOP – There are 7 initiatives that occur before imposing a Ground Stop at an airport:

- 1) Altitude Restriction
- 2) MIT -Miles in Trail-
- 3) Speed Restriction
- 4) Fix Balancing
- 5) Sequence Programs
- 6) Airborne Holding
- 7) Ground Delay
- 8) GROUND STOP!

HOTLINE – There are now 2 TMU Hotlines – The Great Lakes and the NY region. Contact ATCSCC for those phone numbers.

Looking at the same Picture! – "Picturetel", an electronic chalkboard that will display weather radar and

ASD overlay, will soon be installed at ZDC, ZNY, New York TRACON, ZID, ZBW, ZOB and eventually made available to the airlines. Picturetel will be used to enhance the effectiveness of severe weather telecons between the Airlines, ATCSCC and the centers. We are approaching the same technology of the NFL! What next, instant replays?

** Thanks again to Keith Morris and Ed Corcoran, ATCSCC, for their participation at the DFW ADF Business Meeting and to Mark Libby (ATCSCC) & Giles O'Keeffe (NWA) for making the Telecons lively!

Changes Coming In Reporting Tower & Surface Visibility

As you know, when visibility at an airport is reduced, two visibility observations are made, a tower and surface observation. If different, the most restrictive visibility is reported in the body of the METAR while the greater report is in the "remarks" section.

Now introduce the new generation "Super Towers" that are 300 feet or higher. If you have a ceiling of 300 feet, the tower visibility could be 1/4 SM and the surface visibility 1 SM. By today's rules, 1/4 SM would be reported in the body of the METAR (controlling) while the 1SM would be reported in the remarks section (information only). A "super tower" would penalize all CAT I operators.

There is a change in the works to be effective January 1999 for all A & B airports. When the prevailing visibility falls below 4SM, the surface observation will always be in the body of the METAR/SPECI and the tower visibility will be included in the remarks section of the METAR/SPECI sequence.

Tower visibility will no longer be coded in the body of the report, regardless of any difference between the surface prevailing visibility and the tower visibility values.

The FAA Air Traffic Control Tower Operators will still maintain a tower visibility certification to observe visibility changes and to augment ASOS.

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ICAO Flight Operations Officer/Flight Dispatchers' Training Manual Released

Dave Porter

IFALDA, the International Federation of Aircraft Dispatchers, has announced the completion of work on the ICAO Flight Operations Officer/Flight Dispatchers' Training Manual (ICAO Doc 7192, Part D-3).

The contents of the manual are particularly gratifying to dispatchers worldwide. In Chapter 1; Training Principles, on the very first page it recognizes the principle of the Joint Responsibility of the Aircraft Dispatcher and the pilot in command. This is an outstanding reach by ICAO and it took a great deal of courage for them to do this. Until this issuance of this manual, Operational Control by Aircraft Dispatchers was a very fleeting concept in ICAO. In the "Flight Monitoring" chapter, the manual deals with ATC reroutes. The manual requires communication with the Dispatcher to assess the effect on fuel consumption, the ramifications of engine-out driftdown and downstream severe weather penetration not planned on the original release route of flight.

IFALDA fought hard to get these Operational Control sections included and the result speaks for themselves. The "Forward" section of the manual also recognizes IFALDA and their contribution to the manual (IFALDA actually wrote it). Although individual names are not included in the acknowledgement, particular thanks and recognition must go directly to Gerald Clifford, without whose patience, doggedness, time, and sheer hard work, this project would never have been completed.

Additional copies are now available through ICAO's Website. They'll take your VISA/MasterCard/AX card number. The manual is \$30 (U.S.) including shipping.

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Aviation Rulemaking Advisory Committee.....ARAC

Norm Joseph

ARAC continues to work many issues, prioritized by both excellence and politics. None of the current ARAC tasks appear to directly involve the aircraft dispatcher or operational control. Some tasks of interest are:

EXECUTIVE COMMITTEE

The working group dealing with various forms of electronic media and signature has completed its work and various products (Advisory Circular drafts etc.) have been endorsed to the FAA for action. The Fuel Tank Harmonization working group continues its efforts to produce safer fuels and fuel tanks in the wake of the TWA 800 explosion. The fast track final report is due by end of summer.

AIR CARRIER OPERATIONS ISSUES

The Fuel Planning and Management Advisory Circular remains in review by FAA legal. This is the second review since the draft was last seen by the working group. The FAA still indicates they hope to publish it this year.

Although ARAC was unable to agree on a recommendation on previous Controlled Rest on the Flight Deck and Flight Time/Duty Time issues, and the FAA took the tasks back to develop their own rule change.....they have now proposed a new task dealing only with flight crew reserve rest rules. The proposal has produced considerable discussion and a decision is expected at the June 26, 1998 Executive Committee.

The All Weather Operations Harmonization group continues working to standardize technical and operational requirements for CAT 1/2/3 landings under JAA and FAA regulations. One Advisory Circular has been published for comment and another should be out later in 1998.

The Fatigue Countermeasures and Alertness Management working group effort remains stalled while expert members work other projects.

TRAINING AND QUALIFICATIONS ISSUES

The FAA has tasked this group with harmonization of flight crew licensing (ATP). This is a Joint Aviation Authorities (Europe)-JAA/FAA harmonization effort. While not directly dispatcher related, we are represented through IFALDA officer Dave Porter who was asked to participate on this group after doing a great deal of work preparing for possible efforts to harmonize the dispatcher certificate requirements. The current task does not include dispatchers or flight operations officers.

There is discussion that the FAA is considering re-working the Part 121 dispatcher training regulations. This is NOT to be confused with the Part 65 requirements for dispatch licensing, but Part 121 dispatch training requirements.

Revision to Part 65 certification requirements for aircraft dispatchers is under coordination at the FAA and should be issued this year.

AIR TRAFFIC ISSUES

The only active issue concerns rules and procedures for special visual flight rule (SVFR) ATC clearances. This effort would allow a Part 91 pilot to call his own visibility when no other observation is available at an uncontrolled airport when the airspace is controlled by a nearby facility with less than VFR weather.

Nominations Being Accepted For the Airline Dispatchers Federation's National Aviation Safety Award.

ADF has announced the creation of a special award which will recognize the dispatcher whose actions in conjunction with the exercise of his or her license resulted in notable achievement in the field of aviation safety and excellence in the execution of regulatory and company responsibilities.

The purpose of the National Aviation Safety Award is twofold: to publicly acknowledge those individuals responsible for outstanding performance in the field of Aircraft Dispatch and to promote better understanding among others in the aerospace industries as to the value, benefit and contributions made every day by aircraft dispatchers.

Nominations for this award will have no date limitations on candidates for the first year. ADF will be accepting nominations from its membership for the period July 1, 1998 - September 30, 1998. We have created a special nomination form on the ADF web site for nominations at <http://www.dispatcher.org/safety/award/award.html>. Interested parties may also contact ADF via telephone, email or regular mail at the organization's standard contact points.

A special selection committee will review all entries received and make a final selection. At the symposium, the award winner will receive a special plaque and will have his or her story told to those in attendance. Other special recognition and citations will be bestowed upon the winner at the symposium and via the ADF's web site. Details on these and other accolades are still in the planning stages.

The award selection committee will consist of several of ADF's delegates selected from member organizations. The committee will be appointed at the ADF's next business meeting in Portland, Oregon.

As an example of the type of "above and beyond" actions which ADF believes will merit this special award, review the following example of a dispatcher's actions and note the significant contribution to aviation safety made by the dispatcher involved in this actual incident which occurred in the late 1960's.

"A Douglas DC-8 aircraft was being prepared for a Trans Atlantic ferry flight from San Juan Puerto Rico to Europe. Only flight attendants and the cockpit crew were to be on board. As the aircraft was being prepared for departure, an air conditioning truck was attached to the aircraft. The captain arrived late to the aircraft and boarded only minutes prior to engine start.

Shortly after his arrival, the ground support equipment was disconnected and engines started. The flight departed routinely and during climbout, near disaster struck. The head flight attendant observed the first indication of difficulties about 40 minutes into the flight. She advised the captain that four of the 5 flight attendants on board had quickly become nauseous and passed out. She was also feeling very light headed and thought she was going to pass out also.

In short order, the entire crew except for the captain has passed into unconsciousness. The captain was also beginning to feel very weak, sleepy and felt he was going to pass out too.

Since the flight was not in positive radar contact and in communication with San Juan Oceanic radio, there was no regular ATC communication with the flight, only routine position reports. About that time, the flight's dispatcher contacted the aircraft via company radio with a weather briefing. The SELCAL joggled the captain who was about to pass out, back into consciousness and he was able to establish radio contact with the dispatcher. The dispatcher, determining the situation on board the aircraft, quickly realized that the crew was suffering from some sort of carbon monoxide poisoning. He realized that it was now imperative that the captain be kept alert and assisted in any way possible. For the next one hour, the dispatcher engaged the captain in almost constant radio conversation working with the captain to turn the aircraft around and prepare it for a landing. The dispatcher worked with the captain on checklists and other cockpit procedures assisting in numerous ways.

When on several occasions the caption felt he was going to pass out, the dispatcher engaged the captain in lively, loud conversations; sometimes including jokes and stories that both men were familiar with. Ultimately the flight was able to

(Continued on page 13)

(Continued from page 12)

return to San Juan and land safely with only the captain still conscious on the flight deck. Thanks to the quick action of the dispatcher, and the captain's heroic actions in the cockpit, medical attention was administered to the rest of the crew and they recovered safely."

It was determined that the air conditioning cart which was hooked to the aircraft had a leak in its hose and exhaust from the engine was being pumped into the aircraft for almost two hours. It was only the fact that the captain arrived late to the cockpit, thereby minimizing his exposure to the poison, that he himself was not rendered unconscious. The dispatcher was cited by his employer and the FAA for action well above and beyond the call of duty and was credit by the captain with actually saving the crew and aircraft from disaster.

It is this type of significant action that we are looking for among nominations for this prestigious award. Watch for more news on the ADF web site and if you know of such an action, please contact ADF.

ADF Fuel Survey Sparks Lively Debate

As aircraft dispatchers, we are obligated to observe a plethora of rules, regulations and policies as we exercise the privilege of our certificate. A unique aspect of that responsibility is that we are required to interpret these guidelines as our good judgement dictates in a prudent and safe manner. Many of the FAR's we must comply with are vague and open to interpretation and debate.

Among its many roles ADF, views as one of its responsibilities; to serve as facilitator for discussion and debate among members of the organization regarding issues of importance to the profession. This spring, we decided to use our web site as the forum for the evaluation of a topic that has long been a matter of interest to the profession. We developed a module on the web site that could serve as a "voting booth" where our members could express their opinion regarding a given question. We also constructed a discussion bulletin board where members could debate the issue at hand. We were exceedingly pleased to note that our initial question stimulated nearly 600 responses and well over four megabytes of commentary from the membership.

Visitors, were asked to evaluate the following four possible actions in response to the situation they we facing and then decide which of the following four options would best describe how they would handle the flight based on their interpretation of the FAR's and employer's Ops Specs and/or Operating Policies.

When these possible actions were developed, it was expected that choices A and C would be the

top "vote getters". This did in fact turn out to be the case. Choice D was added to have an extreme solution available, although we were certain that very few folks would choose D. Choice B, although worded so as to sound logical, was expected to also be a low "vote getter". What surprised us about the outcome of the voting was the closeness of the race between choices A and C since they actually describe two very different solutions to the scenario.

Here is how the final voting turned out:

A- 43% B- 12% C- 38% D- 7%

The real highlight of this exercise however was the lively debate that took place on the discussion bulletin board.

Attached to this newsletter you will find the survey and some of the excerpts from those discussions. Remember these comments are the opinions of their author's and do not necessarily represent the views of ADF. In all cases, the aircraft dispatcher should make his or her own determination of correct operating procedures and be prepared to defend those actions if necessary

“Dispatchers have the ability to shortstop the accident trend and rewrite the aviation Accident story. History will write your contributions as the unsung hero’s of the aviation community”.

Harold Johnson, FAA Regional Dispatch Resource - 1997

What Would You Do?

Fuel Survey # 2

Steve Caisse

Given the success of the first fuel survey, ADF will continue this process with quarterly questions being posted on the Web site. As you are reading this newsletter, we expect that voting will be just getting underway for the next question. Here is a preview of the next scenario:

You have released a Boeing 737-300 from PIT to LAX. The flight had a full passenger load and the jetstream winds are quite strong today. As a result, you were only able to get 15 minutes of hold fuel above FAR reserve on the aircraft. As the flight plan was produced, the LAX weather was sky clear, visibility 20 miles. The LAX forecast as the flight departed for the next 12 hours was for VFR conditions with clear skies and very good visibility. You released the flight without an alternate in accordance with the FAR's based on a VFR forecast. Now, as the flight is approaching the DEN area, you get a special observation from LAX showing that a stratus deck has rolled in off the ocean. The LAX weather is now: Ceiling 1500 Overcast, visibility 1 mile. The LAX forecast has been amended for the next 6 hours to read:

Ceiling 1200 Overcast
 Visibility 1 mile in fog.

You are briefed by a meteorologist that the LAX weather should hold well above CAT I and should not get any worse than 1200 and 1 as per the forecast. You note that due to combinations of NOTAMS, actual weather and/or forecasts, the closest alternate to LAX you will be legally able to use today will be ONT. Based on the fuel on board reported in the latest position report from the flight, you determine that the flight does not have enough fuel for you to amend the flight's dispatch release and add an alternate. WHAT DO YOU DO ??

As in the case of the current survey, visitors will be given four choices to vote on. Results will be calculated on the web site instantaneously. Drop by the site and register your opinion. We have all faced this situation, what would you do; divert, continue, wait or do nothing? Stay tuned to the web site for all the lively debate!

Published in a 1962 American Airlines Dispatch Handbook

An air line dispatcher must have guts, imagination, and judgment superimposed on good general knowledge of the air line business in all its phases, and a thorough knowledge of flight operations. He must be able to get along with all kinds of people, and, particularly, with flight crews. He must have energy, initiative, and ambition. He must have an active, agile mind, the ability to think straight and fast, and to make up his mind.



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ATOS/SAAP

By Mark Monse

FAA has a couple of initiatives screaming down the pike, and they may be of genuine interest to you, the licensed airperson. As a public service, here's the scoop, as I understand it. Heads up!

Air Transportation Oversight System (ATOS): ATOS appears to have had its origins in the aftermath of the ValuJet DC-9 and Fine Air DC-8 accidents. The ValuJet accident got tons of attention, but the Fine Air accident (a full aft cargo shift at rotation and subsequent pitch-up/stall) especially caught FAA's attention. Here was another airline that had scads of policies and procedures in the respective manuals of all the personnel involved with the processes (i.e. HAZMAT, cargo loading), yet actual adherence to these policies and procedures didn't occur in "real-life" operations, with loss of real lives (air and ground).

Thus, FAA's focus appears to have changed, and "functional compliance" is now being described as their "new way of doing business." ATOS is scheduled to go into effect on October 1st for the 10 biggest airlines. Check out their Website at <http://www.faa.gov/avr/afs/atos/index.htm> for more information.

Streamlined Administrative Action Program (SAAP): This seems to have originated as a recommendation from the Gore Commission, and is intended to streamline FAA's paperwork process. Essentially, it means that instead of an inspector observing an administrative infraction and later generating either a warning notice or letter of correction from their office to your home address, an inspector can now "ticket" you on-the-spot via use of their new Form 2150-7. Yes, really.

More detailed information on this program is contained within FAA Order 2150.3, change 25. FAA has published a companion list of commonly violated FARs, and while most are pilot, MX, or GA oriented, some are potentially relevant for us. By the way, does FAA OKC have your current address on file? (061.60)

The SAAP program was originally planned to taken effect on June 1st, then July 1st. It appears that due to protests from industry and user groups, SAAP has been placed on the back burner. There's a meeting of all the players scheduled for July 21st in Washington, so stay tuned for the latest. The latest jungle drums I hear indicate that given the pro-safety climate inside the Beltway, folks can now expect to see SAAP (with changes) implemented before the end of 1998.

Be safe, be legal, and be careful!

New Sigmat Charts On the Way

From the AWC NWS Newsletter

Scheduled soon, all SIGMETs, CONVECTIVE SIGMETs, AIRMETs and FAs will be issued from AWC using a revised listing of FAA-authorized three letter location identifiers for use in outlining weather phenomena. This change is being implemented to use station identifiers that are shown on high altitude navigation charts. Many of the old airport identifiers have been changed to the tree letter identifier of the VHF, VOR navigational facility located near the airport. An example of the revision on the chart is the change of the identifier for Santa Barbara, CA from SBA to RZS. In addition to the identifier changes of location IDs on the chart, a number of new points have been added. For a copy of the new map, check out <http://www.awc-kc.noaa.gov>

From the AVweb "Squawk Box"

PROBLEM:	F/A's complain of numerous roaches in the galleys.
SOLUTION:	Roaches deplanned
PROBLEM:	No.2 ADF needle runs wild
SOLUTION:	Caught and tamed no. 2 ADF needle.
PROBLEM:	Whining sound heard on engine shutdown.
SOLUTION:	Pilot removed from aircraft.

Membership

Jerry Elder

Recently, I had the opportunity to visit Louisville, KY which is the home of the United Parcel Service (UPS) air dispatch center. The UPS air side of the business has enjoyed phenomenal growth in the last 10 years. Starting from scratch, they have grown to over 200 airplanes including 747-100s, 747-200s and B767-300s. Points served include all of North America, Hawaii, and various points in Asia and Europe with further expansion planned. We at ADF, would like to invite and welcome the dispatchers of UPS to membership in the ADF.

As our membership rolls approach 1,000 members, please take time to emphasize membership to your fellow dispatchers. Many probably don't know that ADF officers serve on a volunteer basis and that our budget is miniscule. By increasing our membership, we can even be more representational of the dispatchers employed throughout the aviation industry. Your volunteers are working with government, academia and the business community to enhance and promote professionalism among dispatchers. Join with us and help be a voice for the future of our profession!

DIGITAL ATIS WINDS – TRUE OR MAGNETIC?

Dale Foster

As you know, the METARs winds are reported in true north and ATIS winds are reported in magnetic north. Well, until a new toy called digital ATIS.

Digital ATIS comes straight from ASOS, in other words in TRUE NORTH. The problem is all crews believe the ATIS to still be magnetic and it's not. The FAA reports that the conversion package to retrofit, at present, is not funded.

There are two actions pending that could resolve this. The first is getting the necessary funds to install the conversion software. This fix will not happen soon. The second is a manual work-around to have the controllers manually edit the digital and insert magnetic winds. This action is pending in ATO.

In the mean time, we have 57 sites (list is attached to this newsletter) where our crews are not getting magnetic winds. As of this writing the FAA has not been able to give anyone a list of the sites. So if you're out west and your ATIS and METAR winds are the same, flier beware!

How they Evaluated the Dispatcher's Work Forty Years Ago

The following is an excerpt from the 1962 book "The Air Line Dispatcher in North America"

"Good business practice requires more of an enterprise than well-defined plans. It should also have sound procedures, by which it can determine how well those plans are followed. Evaluating and auditing as it applies to the safety aspects of the dispatcher's work, is exceedingly important. If any of the dispatcher's actions are not in conformity with the CAR and his air line's approved operating procedures, the dispatcher may be subject to discipline, discharge and even the loss of his license." In addition to safety issues, here are some of the considerations that dispatchers are evaluated on.

Cost & Savings

Best service to passengers

Use Fuel cost differential

Safety, service, comfort, and economy

Conservative fuel reserves in questionable WX

Minimum fuel and maximum pay load

If operations are doubtful, cancel 6 hrs in advance

Over-fly stops if there is no load available

Always dispatch to accommodate the revenue load

Substitute piston planes for jets in uncertain WX

Divert the minimum number of flights through sensible consolidations

Minimum time tracks

Maximum revenue & highest possible aircraft utilization

Minimum fuel necessary for safe operations

Speed and relative fuel consumption

On-Time performance

Safety before profits

Be ultra conservative in jet operations

Dispatch at the fastest altitude

Operate all flights if at all possible