



## DISPATCHER'S WORLD

All IFALDA Members and Friends

This is the first edition of "DISPATCHER'S WORLD", an IFALDA newsletter we are going to try to publish regularly, probably once per month...perhaps more often if necessary. We will include an update section as well as attachments of certain dispatch-related documents plus anything else we can think of that may be of interest to our membership. The email will be sent to member associations and individual members. We would appreciate it if the various Association leaders would pass this along to their membership. It will also include "Friends of IFALDA", individuals who, for whatever reason, are not current IFALDA members but support our efforts from time to time in word and in deed, or are past IFALDA members who have since retired.

Like many organizations, IFALDA...with a membership of about 2200 dispatchers and FOOs worldwide...generally has about 5-10 people who actually do most of the work. Some of us are elected as Officers while the rest of us are either appointed as Directors or are simply members who just want to work. At the end of this edition of Dispatcher's World I am going to ask for more help. We have a need for a collective body of knowledge, experience and skill to understand the issues involving operational control, dispatchers and flight operations officers. We need people willing to study issues and offer input. We need people to step up and tell us about the challenges they face within their country as dispatchers or FOOs since IFALDA is only as effective as the membership wishes it to be.

Our airline industry is continuously changing and evolving and we need to understand this is going to happen whether we are actively involved or not. At the end of the day we will either be agents of change or victims of change. Regional dispatch groups like EUFALDA and ADF can be very effective within their areas of operation to further safety through high professional standards. Labor organizations such as the PAFCA's, the TWUs, CALDA and others are also very effective in stabilizing work rules, benefits and job security for dispatchers. IFALDA's focus, as a global non-labor professional association, is toward the development and enhancement international Standards and Recommended Practices through ICAO. We have been recognized by ICAO as an NGO (Non-Government Organization) that represents the global interests of FOOs and dispatchers and is invited by ICAO to participate in appropriate meetings and working groups.

Our current projects include:

1. The standardization of global flight tracking as a result of the loss of MH370. We have been invited to participate in both High Level Meetings at ICAO HQ in Montreal held so far on the issue. Flight tracking is an inherent role and responsibility of the dispatcher/FOO. We also have a chair on the NATII/2 working group, which is The Normal Aircraft Tracking Implementation Initiative/2, established by ICAO to assist the ICAO Secretariat in developing the necessary complementary SARPs and associated guidance material. The current guidance material for normal flight tracking is ICAO Circular 347 which is under development as a result of Amendment 39 to ICAO Annex 6. Our last meeting was this past Tuesday, August 23 and I represented IFALDA. We are currently working on Chapter 4 of the circular which deals, inter alia, with operator and FOO/dispatcher roles and responsibilities. I am the only dispatch subject matter expert on the group; the rest are either pilots (from IFALPA), ANSP (air navigation service providers), IATA and ARINC. We meet, usually by way of telecom or polycon every 2 weeks.
2. The ICAO Electronic Flight Bag (EFB) working group. IFALDA President Ken Kronborg as a seat on the ICAO working group as we determine what role the dispatcher plays in EFB protocols and



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aeronautical decision making when EFB is used for information supplied to the pilot in command necessary for the safety of flight.

3. The current ICAO Doc 7192 D-3, The Flight Operations Officer/Flight Dispatcher Training Manual was written by IFALDA and accepted and published by ICAO in 1998. It is quite out of date now and needs revision. After several discussions with ICAO over the past 2 years we have been invited by ICAO to come to Montreal October 25 to meet with their technical staff to begin the process. The delegation will be led by IFALDA VP West Russ Williams and include 2-3 other IFALDA members. We will use the following agenda developed by ICAO:

Welcome

- IFALDA: Presentation of the organization, the need to update the ICAO document and the expected benefits for the update
- ICAO: Presentation of recent developments concerning competency-based training and assessment, what an ICAO competency frameworks looks like and how it can be used by different stakeholders

- Discussion on how to align IFALDA and ICAO expectations
- Determining next steps:
  - Timelines
  - Resources
  - Process

4. IFALDA has developed a working paper (WP) to present to the ICAO 39<sup>th</sup> General Assembly at the end of September (next month). The Board has been working on and refining the Working Paper for several months. It is in support of Amendment 39 and of the Flight Tracking circular upon which we are working. We propose that the role of dispatchers, FOOs and others engaged in the control and supervision of flights (in those countries without dispatch systems) be recognized and standardized. IFALDA President Ken Kronborg will lead a delegation of 3-4 IFALDA members to make the presentation.

In summary, I ask that each of you consider what you are willing to do to help assure the continued high level of professionalism and dedication required for IFALDA to be effective. It can be to simply read and understand the material on our website ([www.ifalda.org](http://www.ifalda.org)). It can include writing recommendations to the Board about current issues. It can include volunteering to serve with working groups on professional projects. I can assure every one of you that each of you knows something, no matter how seemingly minor, that nobody else in the group knows. The same with dispatch experiences. Don't let language barriers get in the way, we can figure it out. If you are willing to be an active part of IFALDA please tell the Board and particularly, tell me and we will talk about (probably by way of email) what you can do.

I have attached several documents. One is the current version of the WP we are presenting to ICAO. When we are satisfied with it, after input from our members, we will translate it into all 6 ICAO working languages and present it to ICAO in September.

One is an invitation from ICAO, received today, about a photo contest involving women in aviation.

Cheers,

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IFALDA

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