



# Flight Dispatcher's World 8<sup>th</sup> Edition

## International Federation Air Line Dispatchers Associations

[www.ifalda.org](http://www.ifalda.org)

All IFALDA Members and Friends

Summer 2019

### From the Editor

This is the eighth edition of "FLIGHT DISPATCHER'S WORLD" (FDW). FDW is meant to inform our membership and friends of IFALDA of our current efforts in the global flight dispatcher and flight operations officer community. Articles are intended to be the basis for professional conversations and to solicit input from our membership.

### OLD BUSINESS


#### Status: ICAO Flight Operations Officer/Flight Dispatcher Training Manual Competency Based Training and Assessment (CBTA)

Update from our IFALDA CBTA Team Leader Mr. Jörn Sellhorn-Timm of GALDA (German Airline Dispatchers Association). Fellow team members are Professor Luo Feng E (Lucy) from the CAFUC (Civil Aviation Flight University of China) and Mr. Ray Ellis, Delta Airlines Dispatch Training Manager. All three have put in a tremendous amount of work over the past several years.

Jörn provided a full briefing to the Membership at the 2019 IFALDA/EUFALDA Annual General Meeting in Copenhagen in May. Input and feedback was requested from the membership .

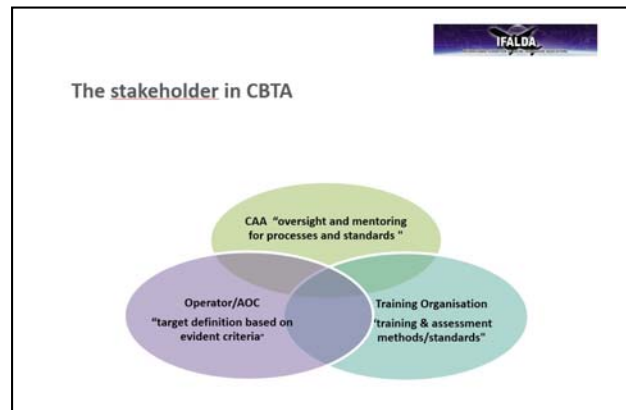
From Jörn: "So far no additional feedback or comments received since CPH. Some feedback/comments from Ray to be expected, Lucy provided already. The content and the description is unchanged since April, so we can step into fine-tuning, to be finished in August.

Until next ICAO meeting in Montreal in November 2019 more quality checks and harmonization of general CBTA standards/wording to be done. In November 2019 additional last minute fine-tuning of standards expected, based on last input from CBTA-Task Forces. From November 2019 until November 2020 ICAO-offices will work on the processes to issue all five CBTA Docs."



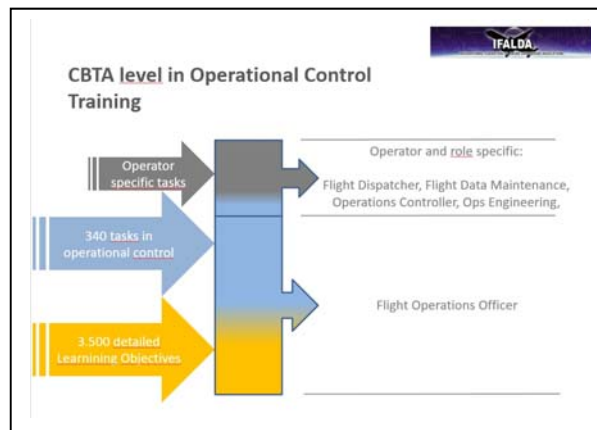
ICAO: new qualification standards on basis of competency targets and realistic tasks for:

- Air Traffic Safety Electronics Personnel
- Aircraft Maintenance Personnel
- Flight Operations Officer / Flight Dispatcher
- Air Traffic Controller
- Pilot





# Flight Dispatcher's World 8<sup>th</sup> Edition International Federation Air Line Dispatchers Associations [www.ifalda.org](http://www.ifalda.org)

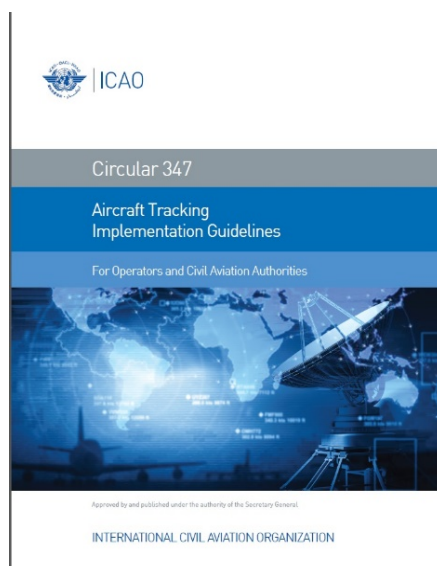


*IFALDA Director-Training and CBTA Project Leader  
Jörn Sellhorn-Timm briefing the membership on the  
status of the FOO/FD CBT Manual*

## Status: **Aircraft Tracking Implementation Guidelines**

ICAO *"Circular 347 Aircraft Tracking Implementation Guidelines"* has been published by ICAO. It contains information for operators and flight dispatchers regarding the real-time tracking of aircraft using position reports and procedures to follow when position reports are not received. IFALDA was a major contributor to the content of the manual.

Circular 347 is available for sale in the Publications section of the ICAO public website. Order Number: CIR347, ISBN 978-92-9258-249-4. The cost is \$47.00(US).





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

**(Reprinted from the January 2017 Flight Dispatcher's World)**

**Serving as Board Member**

Something to think about regarding serving IFALDA as a Board member...whether as a Senior Officer or as a Director. This means a commitment of your time. Senior Officers (the President and the 4 VPs) are expected to be well-rounded on all matters of the flight dispatch profession and to stay up to date on IFALDA activities. Directors focus on specific functions and are expected to be subject matter experts (SMEs) within their specialty. Senior Board members are voting members; Directors are not voting members. Senior Board members are elected by the Membership; Directors are appointed by the Board subject to approval by the Membership.

While most of the Board's work involves electronic collaboration via email, DropBox or other "soft" communication, from time to time travel is required which must be budgeted and approved by the Board. In general Senior Board member's travel expenses (accommodations and per diem) are automatically covered. Directors and working group members expenses are only covered by specific approval of the Board, depending on the project and available funding. Generally, air travel expenses are not covered, other than reasonable travel pass service charges, subject to Board approval; the individual is expected to either use jump-seat privileges or if the airline allows it, travel privileges. Exceptions can be made by the Board based on individual need and available resources...depending on how critical the person's presence is to the project.

---

**IFALDA/EUFALDA Annual General Meeting 2019 May 13-May 15**  
**Park Inn by Radisson**  
**Copenhagen, Denmark**

First, before we get into the meetings, we would like to thank our sponsors!





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**www.ifalda.org**



The membership of IFALDA is highly appreciative of the support of these professional companies and organizations. We will reciprocate our support for them as best we can through our professional relationships and endeavors.

**Agenda Annual General Meeting IFALDA/EUFALDA**  
**Copenhagen May 13-15, 2019**



**58<sup>th</sup> ANNUAL IFALDA AGM**  
**May 13-15<sup>th</sup>, 2019**  
**Park Inn by Radisson**  
**COPENHAGEN, DENMARK**

**May 13<sup>th</sup> – Agenda**

1700 - 1900: AGM Registration – The Atrium (outside Gate 3)  
1900 - 2100: Welcome reception – The Atrium (outside Gate 3)

**May 14<sup>th</sup> Agenda:**

**Morning Session:**

Location: Gate 3 – Park Inn by Radisson

- 09:00 - 09:15 Opening Remarks:
- Jesper Zachariassen, SAS Flight Operations Standards
- 09:15-10:30 EUFALDA Report (Matthias Duerbeck, President)
- (Operations/Elections/Executive and Financial reports)
- 10:30-10:50: AVTEC presentation – Mike White
- 10:50 – 11:15 - Network Break
- 11:15-12:20 - 911 Video (by Jake Zelman Southwest Airlines)
- 12:20-13:15 – LUNCH – Served at the Hotel

**Afternoon Session:**

- 13:15 - 14:45 IFALDA Report (Russ Williams, President)
- (Operations/Elections/Executive and Financial reports)
- Quality control/International sigmets/F600 flying
- ATM projects - Bernard Gonsalves - IFALDA Director ATM

- 14:45-15:00 – Jeppesen presentation – Bill Moren
- 15:00-15:30 – EASA presentation - Vasileios Stefanioros  
Senior Regulations Officer – Aerodromes, European Aviation  
Safety Agency (EASA)
- 15:30-15:45 – Network Break
- 15:45-17:45 - Andy Woollin, Network Operations Domain  
Manager (Eurocontrol) - Flight tracking, future flight  
planning and unmanned aircraft operations.
- 17:45-1750 – Closing remarks
- Gala Dinner – 19:00 – Hosted at the Park Inn by Radisson
- May 15<sup>th</sup> Agenda:
- Morning Session:**
- 09:00-09:50 – Joern Sellhorn-Timm – ICAO Flight Operations  
Officer/Flight Dispatcher CBT Manual & EASA FS.TEC group  
report
- 09:50-10:20 – Network Break
- 10:20-10:40 – Kenneth Kronborg – Company training  
presentation
- 10:40-11:20 – Air France DLOSA (Dispatch Line Operation  
Safety Audit) by Francois Eraud - FRALDA/Air France
- 11:20-11:55 – Flight Dispatch and A-CDM – Russ Williams
- 11:55-12:00 – Closing remarks
- 12:00 – LUNCH – served at the Hotel
- Afternoon Local Tour – Details will be provided during the  
AGM

**Photos from the IFALDA/EUFALDA 2019 AGM in Copenhagen**





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**



**More Photos from the IFALDA 2019 AGM in Copenhagen**





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
[www.ifalda.org](http://www.ifalda.org)





## **Flight Dispatcher's World 8<sup>th</sup> Edition**

### **International Federation Air Line Dispatchers Associations**

**[www.ifalda.org](http://www.ifalda.org)**

#### **IFALDA President's Annual; General Meeting Address** **By Russ Williams**

WELCOME TO THE 58<sup>TH</sup> IFALDA AGM Copenhagen, Denmark, May 2019  
Dispatch organizations and people interacting with each other  
Take advantage of the vendors – we all have on the job I.T issues

---

#### **Virtual office**

IFALDA'S virtual office

We have a virtual office as a consistent base. It is located close to ICAO headquarters at:

International Federation of Airline Dispatchers (IFALDA)

1200 McGill College Ave.

Suite 1100

Montreal, QC, H3B 4G7

Canada

---

Current tax location – Florida, USA

---

#### **IFALDA 2018-19 Highlights**

**This past year has been another great story for us. The following are some of the highlights:**

- -we have expanded our Board meeting frequencies, with a commitment to include an additional meeting while attending the annual ADF Summit. We did conduct a Board meeting in Chicago on October 8<sup>th</sup>, 2018.
  - -our membership totals are ever increasing, with the potential to reach over 2000 members in 2019.
  - -Our Global ATM efforts have allowed us to participate and be included on the NATSPG team.
  - -industry support and focus has been extremely well reflected by our level of sponsorship. This has been amazing work by Sevda Tantan.
  - -this has led to further improved resources as we will hear our Finance report
  - -globally and partnering with EUFALDA, there is an improving relationship with EASA with inclusion in the TEC group.
  - -South American advances continue, with APADA developments and a new resource for Latin American growth via Juan Moreno – (New) Director Latin America
  - -The CBT Training manual is ready for a test phase
  - -Jake Zelman (New) Director, Emergent Aircraft Systems is ready to come onboard to offer expertise in drone and UAV Operations. He will also assist us with our website and social media development via our Facebook page.
  - As per previous reports, I'm following up with Transport Canada on proposed segment workloads defined by the Air Carriers as a component of their workload analysis.
  - -Establishing requirements for Type C carriers to incorporate Flightwatch and other Type A and Type B requirements of Operational Control.
-





## **Flight Dispatcher's World 8<sup>th</sup> Edition**

### **International Federation Air Line Dispatchers Associations**

**[www.ifalda.org](http://www.ifalda.org)**

#### **ICAO FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER CBT MANUAL UPDATE**

- -ICAO has accepted our resources for an updated Flight Dispatch Training manual. The previous 2 versions were from 1975 and 1998.
- - Jörn Sellhorn-Timm – LSY (Germany), Ray Ellis – Delta (U.S.) and Lucy Luo – CAFUC (China) have formed a team for us, with Jörn as the lead.
- -they have progressed in the ICAO concept of competency based training (CBT)
- Jörn will update us in his report tomorrow

---

#### **SOUTH AMERICA/EUROPE – ICAO OBSERVER STATUS**

- IFALDA's Observer status at ICAO has been extended to regional offices for our South American and European members. Representatives with this status will be able to participate and submit papers in accordance with ICAO provisions.

---

#### **IATA**

- From previous reports, IATA has reached out to us, looking to work collaboratively on items of mutual interest – largely items that involve ICAO participation
- Example – ICAO North Atlantic Operations manual.
- The process is open and ongoing

---

#### **ICAO – 2019 MEETINGS**

- General assembly
- Working papers
- New projects and opportunities
- IFALPA/IFATCA

---

#### **FUTURE PROJECTS**

- FL600 flying operations
- Drones
- Flight Dispatch Quality Control – regulations vs results
- International SIGMETS

---

#### **MEMBERSHIP UPDATE**

- membership is \$15/member
  - -we utilize the resources to attend industry meetings, complete projects, host Board meetings and ultimately operate the annual AGM in locations all around the world to reach our membership
  - In 2019 our membership total is forecast to exceed 2000.
  - Next Board meeting – October 7<sup>th</sup>, 2019 prior to the ADF Symposium in DAL.
-





## **Flight Dispatcher's World 8<sup>th</sup> Edition**

### **International Federation Air Line Dispatchers Associations**

**[www.ifalda.org](http://www.ifalda.org)**

#### **IFALDA/EUFALDA AGM (Future)**

- AGM May 2020 – Toronto
- AGM MAY 2021 – Paris
- AGM MAY 2021 – TBD
- More information can be found on [www.ifalda.org](http://www.ifalda.org)

#### **Elections – 2019 (Two-year terms 2019-2021)**

- Vice President West (Interim – Sergey Vakrushev)
- Vice President Administration
- Vice President East

(Editor's note:: Election results:

Vice President – West... Sergey Vakrushev

Vice President – Administration...Richard Yeates

Vice President – East../..Sevda Tantan)

#### **Elections - 2020 (Two-year terms 2020-2022)**

- President
- Vice President West
- Vice President Finance

Nominations process via website as per constitution and bylaws

---

#### **Thank you!**

- Kudos to Ken Kronborg and the organizing team.
- I would like to thank the Board and Directors for all their hard work and support. I would further like to thank Dave Porter for his constant support as Special Assistant to the President

---

#### **CLOSING REMARKS**

- We look forward to continue the effort of advancing the International voice and role of the Flight Dispatcher
- We welcome the challenge of global tracking as it pertains to Operational Control
- We will always assist our fellow Flight Dispatchers in regulatory and industry matters, by providing any and all resources required.
- Once again, feedback is requested on our website - [www.ifalda.org](http://www.ifalda.org)
- Also check out our FaceBook page

---

## **NEW BUSINESS**

### **NAT-SPG/55**

The ICAO North Atlantic Systems Planning Group (NAT-SPG) held it's 55<sup>th</sup> Annual Meeting at the EUR/NAT ICAO-Paris office June 24-27, 2019. IFALDA VP-West Sergey Vakhrushev attended, representing IFALDA. One of the items on the agenda to be voted on during the meeting was the formal acceptance of IFALDA into the NAT-SPG as an observer.

For several years IFALDA has been accepted by ICAO as an NGO (Non-Government Organization), representing Flight Dispatchers and Flight Operations Officers worldwide, invited to attend appropriate



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**www.ifalda.org**

ICAO

meetings and working groups and participate as observers. IFALDA was previously granted Observer status by ICAO-SAM in Lima, Peru, representing the particular interests of flight dispatchers in South America, as represented by our IFALDA affiliate APADA.

The IFALDA Board received the following message from IFALDA Vice President West Sergey Vakhrushev at the conclusion of the meeting:

***"I'm delighted to inform you that the NATSPG 55 event was very successful for IFALDA. Congratulations to all! IFALDA has been approved by group members and Chairperson of NAT-SPG to have observer status with NAT SPG group and also: NAT SG, NAT POG, and NAT TIG subgroups. This is a historic moment for dispatchers and flight operation officers alike, for the first time, to have an opportunity to participate within ICAO workgroups in NAT -EUR/SAM/SAT harmonization and coordination process.***

**The following is extracted from the Final Report of the NAT-SPG/55:**

*(Bold highlights added by the Editor for emphasis)*

#### **8.1 REQUESTS FOR OBSERVER STATUS IN NAT SPG**

8.1.1 The NAT SPG was presented with the requests from Trinidad and Tobago, EUROCONTROL and the **International Federation of Airline Dispatchers Associations (IFALDA)** to participate as observers in meetings of the NAT SPG and its Contributory Groups.

8.1.2 In this regard, it was noted that the ICAO Council recognized EUROCONTROL and the **International Federation of Airline Dispatchers Associations (IFALDA)** as Organizations that may be invited to suitable meetings of ICAO.

8.1.3 The NAT SPG welcomed all three requests for observer status at the NAT SPG. It was highlighted that their participation would be beneficial for the NAT Region activities, especially from the perspective of the NAT and EUR/South American (SAM)/SAT harmonisation and coordination. **The participation of IFALDA would be important to ensure a close link with the airline dispatchers' community.** With respect to the NAT IMG and NAT SOG, it was noted that the composition would remain as it was currently constituted to ensure commitment of resources to the NAT implementation programme.

8.1.4 **With respect to the experts' level groups, the NAT SPG agreed that IFALDA's participation at the NAT SG, NAT POG and NAT TIG and EUROCONTROL's participation at the NAT POG and NAT TIG as observers would be supported.**

8.1.5 Therefore, it was agreed that the Secretariat would amend NAT Doc 001 accordingly (paragraph 5.3.1 and NAT SPG Conclusion 55/19 refer).



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

**NAT Doc 001 (NAT SPG Handbook) has been amended to include:**

Section 1: #3 – Observers – updated to include Trinidad and Tobago, EUROCONTROL and IFALDA;

**Subgroups:**

**NAT PROCEDURES AND OPERATIONS GROUP (NAT POG)**

**(Part of the NAT IMG Implementation Management Group)**

The Procedures and Operations Group develops proposals for new and amended procedures supporting air navigation services provision and aircraft operations in the ICAO NAT Region. This function is carried out under the direction, and to support the work programme, of the NAT IMG.

1. Developing proposed procedures and guidance material to respond to planned technological changes and CNS/ATM implementations affecting operations in the ICAO NAT Region.
2. Developing proposed amendments so as to maintain the currency of the procedures and guidance detailed in: ICAO Regional Supplementary Procedures - North Atlantic Region (NAT SUPPs, Doc 7030), NAT Operations Bulletins and documents promulgated by the NAT SPG.
3. Developing proposals to respond to identified deficiencies in the safety or efficiency of NAT operations.
4. Commenting on the procedural and operational aspects of safety management material presented to support proposed changes affecting operations in the ICAO NAT Region.
5. Providing reports on, and recommendations arising from, the above tasks to the NAT IMG.
6. Addressing other tasks as directed by the NAT IMG.

**Composition**

Experts to address the foregoing tasks may be nominated by: NAT SPG member States, Spain, EUROCONTROL, IATA, IBAC, IFALDA and IFALPA.

**Work Method**

The group will meet face-to-face at least once a year and at other times as required by the work programme. Yearly meeting dates and the requirement for additional face-to-face meetings will be as approved by the NAT IMG.

**NAT TECHNOLOGY AND INTEROPERABILITY GROUP (NAT TIG)**

**(Part of the NAT IMG Implementation Management Group)**

The Technology and Interoperability Group develops proposals to harmonise implementation and increase interoperability between systems supporting air navigation services provision and aircraft operations in the ICAO NAT Region. This function is carried out under the direction, and to support the work programme, of the NAT IMG.

1. Developing proposed guidelines for harmonised implementation and interoperability to respond to planned technological changes and CNS/ATM implementations affecting operations in the ICAO NAT Region.
2. Developing proposed amendments so as to maintain the currency of the technical information detailed in: ICAO Regional Supplementary Procedures - North Atlantic Region (NAT SUPPs, Doc 7030), NAT Operations Bulletins and documents promulgated by the NAT SPG.



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

3. Developing proposed mechanisms for monitoring and reporting on the technical performance of CNS/ATM systems and automation supporting operations in the ICAO NAT Region.
4. Developing proposals to respond to identified deficiencies in the safety, efficiency or interoperability of CNS/ATM systems or automation supporting NAT operations.
5. Commenting on the technological aspects of safety management material presented to support proposed changes affecting operations in the ICAO NAT Region.
6. Providing reports on, and recommendations arising from, the above tasks to the NAT IMG.
7. Addressing other tasks as directed by the NAT IMG.

**Composition**

Experts to address the foregoing tasks may be nominated by: NAT SPG member States, ARINC, EUROCONTROL, IATA, IBAC, IFALDA, and IFALPA, Inmarsat, Iridium and Sitaonair.

**Work Method**

The group will meet face-to-face at least once a year and at other times as required by the work programme. Yearly meeting dates and the requirement for additional face-to-face meetings will be as approved by the NAT IMG. The group will make every reasonable effort to use other means such as teleconference and electronic correspondence to reduce the frequency of face-to-face meetings. Work will be carried out as required using such other means between face-to-face meetings in order to expeditiously carry their business.

**NAT SCRUTINY GROUP (NAT SG)**

The NAT SG is responsible to the NAT SOG for ensuring the correct categorization of NAT Region reported occurrences for the purposes of mathematical analysis and other safety management activities. To that end, the NAT SG will:

1. For the purpose of mathematical analysis, and in close cooperation with the NAT MWG, categorise navigational errors and altitude deviations of 300ft or more occurring in NAT HLA (NAT High Level Airspace) airspace.
2. For the purpose of safety management activities, categorize reported occurrences in the NAT Region as directed by the NAT SOG.
3. Analyse occurrences in order to allow the study of trends and prevalent causes.
4. Evaluate the effect of, and provide advice and recommendations to the NAT SOG on the implemented mitigations in the NAT region.
5. Work in close co-operation with the NAT CMA to compile data necessary to conduct safety analysis in the NAT Region.
6. Keep under review the procedures for collecting and categorising occurrence reports.
7. Address other related issues as directed by the NAT SOG.
8. Report at least twice per year to the NAT SOG; the reports should include findings from all tasks of the SG (vis-à-vis ToRs). Ensure that reports are sent to the SOG at least 2 weeks prior to SOG's biannual meetings.
9. Report once per year on the categorisation of occurrences for mathematical analysis to the NAT MWG.





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

**Composition**

The NAT SG is composed of nominated experts from the NAT SPG member States, Spain, NAT MWG, NAT CMA, IATA, IBAC, IFALDA, IFALPA and IFATCA. The Rapporteur of the NAT SG will be reviewed by an election every four years and confirmed by the NAT SOG1.

**Work Method**

The NAT SG conducts its work via correspondence to the extent possible.



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**www.ifalda.org**

INTERNATIONAL CIVIL  
AVIATION ORGANIZATION  
European and North Atlantic Office



ORGANISATION DE L'AVIATION  
CIVILE INTERNATIONALE  
Bureau Europe et Atlantique Nord

ORGANIZACIÓN DE AVIACIÓN  
CIVIL INTERNACIONAL  
Oficina Europa y Atlántico Norte

МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ  
ГРАЖДАНСКОЙ АВИАЦИИ  
Европейское/Североатлантическое бюро

3 bis villa Emile Bergerat, 92522 Neuilly-sur-Seine Cedex, France

*When replying please quote*

Reference : EUR/NAT 19-0295.TEC (NAE/CUP)


11 July 2019

Subject : **Inclusion as Observer to the North Atlantic Systems Planning Group (NAT SPG) Meetings**

Dear Mr Williams,

1. I wish to refer to your letter addressed to the Chairman of the NAT SPG in which you requested that IFALDA be included as Observers to the Meetings of the North Atlantic Systems Planning Group (NAT SPG) and a number of its Contributory Groups.
2. Your request was considered at the recent NAT SPG Meeting (NAT SPG/55, 24-28 June 2019) and I am pleased to inform you, on behalf of the NAT SPG Chairman, that the Meeting supported the participation of IFALDA as Observers at the Meetings of the NAT SPG and at the expert level groups of the NAT Scrutiny Group (NAT SG), NAT Procedures and Operations Group (NAT POG) and the NAT Technology and Interoperability Group (NAT TIG).
3. I wish to thank you for your continuous cooperation which I am confident shall continue in the future.

Yours sincerely,

 Silvia GEHRER  
2019.07.12  
15:53:54 +02'00'

Silvia Gehrler  
ICAO Regional Director  
Europe and North Atlantic

Mr Russ WILLIAMS  
President and CEO  
International Federation of Air Line Dispatchers Associations  
Email: [rwiliams@ifalda.org](mailto:rwiliams@ifalda.org)

Tel.: National 01 46 41 85 85  
International +33 1 46 41 85 85

Fax: National 01 46 41 85 00  
International +33 1 46 41 85 00

E-mail: [icaeumat@paris.icao.int](mailto:icaeumat@paris.icao.int)  
Web: [www.icao.int/EURNAT/](http://www.icao.int/EURNAT/)



## Flight Dispatcher's World 8<sup>th</sup> Edition

### International Federation Air Line Dispatchers Associations

[www.ifalda.org](http://www.ifalda.org)

***...and also the NAT-SPG has a new Chairperson – Hlín Hólm***



#### **ICAO Press Release:**

*The Council of ICAO established the North Atlantic systems Planning Group (NAT SPG) in 1965. Since its inception, ICAO has long recognized the valuable contribution of the Group, which has been at the forefront of the advancement of civil aviation matters. Today, Ms. Hlin Holm, the Head of Air Navigation Services Section of the Icelandic Transport Authority was elected by the NAT SPG/55 as its Chairperson. Ms. Holm is the first female Chairperson of any of the ICAO Planning and Implementation Regional Groups. Ms. Holm will succeed Mr. Ásgeir PÁLSSON who is stepping down after 20 years of valuable leadership to the group. The North Atlantic Systems Planning Group (NAT SPG) was the first regional planning group established by the Council of ICAO. From its Terms of Reference, the NAT SPG continuously studies, monitors and evaluates Air Navigation systems in light of changing traffic characteristics, technological advances and updated traffic forecasts.*

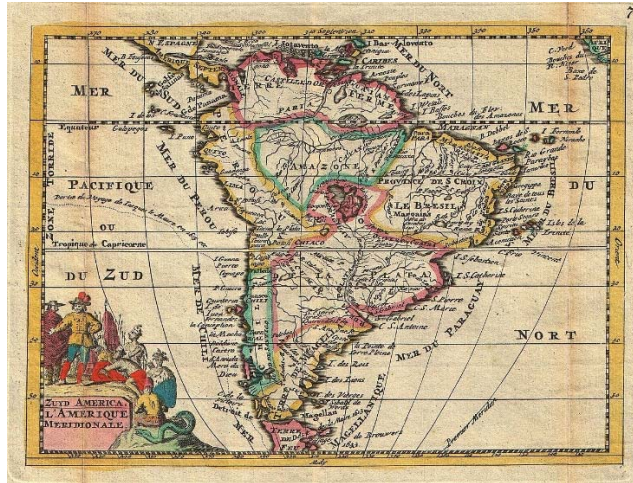


#### **NAT-SPG 55<sup>th</sup> Annual Meeting**

Bottom row seated far left (as you face the picture) Ms. Hlín Hólm, new Chair of the NAT-SPG. 4<sup>th</sup> from the right seated as you face the picture, Mr. Ásgeir Pálsson, outgoing Chair. Back row, 6<sup>th</sup> from the right as you face the picture Mr. Sergey Vakhrushev, IFALDA VP-West.



## IFALDA – South America



### From our South American Association APADA.

APADA President Gustavo D'antiochia, representing IFALDA and APADA at ICAO SAM (South America) in Lima, attended and participated in the ICAO-Lima MET GREPECAS (CAR/SAM Planning and Implementation Regional Group) MET Programme Projects Meeting in Lima June 17-20..

The main objective of this meeting is to assist in the MET regional requirements implementation by means of the activities developed under the GREPECAS MET Programme Projects in the SAM region. Of special interest to IFALDA is the transition from TAC (Traditional Alphanumeric Code) to IWXXM (ICAO Meteorological Information Exchange Model), which includes extensible markup language (XML)/ geography markup language (GML), that is intended to be ingested by software to produce tailored information according to each airline operator's needs.

There were a number of presentations about IWXXM and graphical weather products discussed at the meeting. IFALDA prepared an Information Paper regarding IWXXM noting our concerns about accuracy and latency as well as ensuring dispatchers and pilots have access to readable and understandable weather information, particularly METAR and SPECI reports, that are actually representative of conditions at aerodromes. Also the issue of OpSpec-approved sources of weather information used for aeronautical decision-making.





President D'antiochia's report of the meeting:

### **Summary GREPECAS MET LIMA Meeting 2019**

IFALDA / APADA participated in the Third MET Project Meeting of GREPECAS for the SAM Region (Lima, Peru, June 17-20, 2019)

The purpose of this Meeting was to evaluate and monitor the activities developed under the GREPECAS MET Program Projects and align them with the GANP and the ASBUs. In addition, the plans for the inclusion of new projects will be followed up as a consequence of the necessary implementations in the framework of Proposed Amendment 78 to Annex 3 and the results of the MET Panel's work.

#### **Some of the topics covered in the four days of work were:**

- Seminar on Space Meteorology, MET Information in IWXXM format, where the Work done by IFALDA was delivered to the Secretary and to the speakers of this topic Impact assessment on Flight Dispatch functions with the deployment of IWXXM for the issue and exchange of aeronautical meteorological information.
- Implementation of the MET (QMS / MET) information quality management system where we, as IFALDA / APADA, presented a paper on MET Risk Management in Air and Airport operations. OPMET Exchange, Improvements of MET services according to the new operational requirements in support of ATM.

#### **Planning of new MET projects.**

Effects of weather conditions on flight operations and how to prevent their risks. Within this topic, a Note Presented by the GREPECAS Secretariat was evaluated. This Study Note presents the concern about the aerial incidents that have occurred in recent years in the SAM Region and proposals for mitigation measures. In relation to this study note IFALDA / APADA expressed the importance of a good flight planning by means of the detailed study of adverse weather conditions. We were proposed to join the working group of the Regional Aviation Safety Group - Pan America (RASGPA) which will begin to analyze mitigation measures to reduce incidents due to severe weather phenomena en-route and terminal area.



*APADA President/IFALDA Representative Mr. Gustavo D'antiochia addresses the meeting in the foreground while Mr Jorge Armoa ICAO Officer in charge of the MET GREPECAS Group in Lima is at the podium in the background*



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

**Report from IFALDA Director - South America Marcelo Sana – CPIAyE Meeting**

Early in July the Professional Aeronautical and Space Engineering Council (CPIAyE) meeting had its Executive Board Meeting. APADA, (IFALDA representative in South America), was invited to attend to share its views about the professional development of Flight Dispatchers in Argentina.

All our Associates are registered in the Council, and all we have a Professional Council ID Card.  
The photos indicate the number of member organizations of the group; APADA is shown with 178 associates registered.

APADA President Mr D'antiochia (left), Mr Edgardo Alvarez, APADA Board Member (center) and Mr Luis Glitz, member of the Aeronautical Maintenance Mechanic Board (APSDA), on the right.



On next 22th August our AGM will be developed there at the next meeting. A great step for us be consulted by the Council!

.....



**Asociación Profesional Argentina**  
**de Despachantes de Aeronaves**



## Flight Dispatcher's World 8<sup>th</sup> Edition International Federation Air Line Dispatchers Associations [www.ifalda.org](http://www.ifalda.org)

### IFALDA at London A-CDM Conference

In April, IFALDA President Russ Williams was invited to participate as a speaker for the A-CDM conference in London, England by GTI Aviation.  
The slides below are representative of Russ's presentation:

AIR CANADA 

## Flight Dispatcher perspective on A-CDM

April 24<sup>th</sup>, 2019

Russ Williams

Russ Williams

Canadian  
certificated  
Flight  
Dispatcher

Chief Duty  
Dispatcher –  
Air Canada

President  
CALDA –  
[www.calda.ca](http://www.calda.ca)

President  
IFALDA –  
[www.ifalda.org](http://www.ifalda.org)

CALDA &  
IFALDA roles



Industry meetings



Global Standardizations

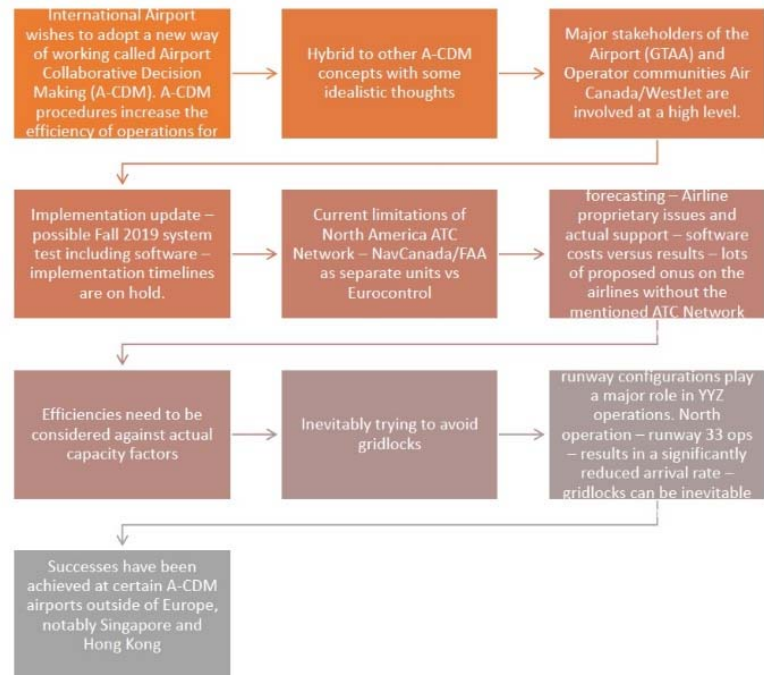


Ongoing lobby efforts with ICAO  
(IFALDA) filtered to local Civil  
Aviation Authorities



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

## A-CDM – Expansion







**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

## Conclusions

Flight Dispatchers play a key role in their airline operations

Several departments play a role in the performance of the Operator

Creating the Operational Flight Plan and filing the route with ATC begins the network of a flight sector and starts the ETD timeline

Focused training and standards as a concept can maximize Operator efficiencies

Airports equipped with information flow will maximize gate utilizations – limited only by capacity.

The shared information network is key – consistency of software and participation balance must be constant

Updated information must be absorbed to minimize congestion and maximize efficiency.

A-CDM can work worldwide for focus projects i.e. CDF or larger efforts demonstrated in Europe with systematic ATC support.

Lack of ATC framework and inconsistent software will hinder productivity as a global concept

Success worldwide will be dependent on testing consistent software with airline, ATC and regulatory support

Communication flow and ultimately Airport productivity can be improved with A-CDM concepts. There will always be breakdowns, what we do systematically about these issues will produce the true results.





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

## **From the U.S. FAA**

The FAA has developed the Leo D. Hollis Master Dispatcher Award recognizing Aircraft Dispatchers who have conducted 40 or more consecutive years of safe flight operations. No, the picture below is not Leo; Leo was an old friend of mine, originally a dispatcher and dispatch manager at America West. We served together as FAA Aircraft Dispatcher Aviation Safety Inspectors until we both retired from the FAA in 2011. He passed away several years later as the result of complications from a medical procedure.

LEO D. HOLLIS

## **MASTER AIRCRAFT DISPATCHER AWARD**

### *Information Guide*



May 14, 2019



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

**U.S. DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**  
*Flight Standards Service*

**1. PURPOSE.**

The Federal Aviation Administration's (FAA) Leo D. Hollis Master Aircraft Dispatcher Award Program (MADA) recognizes aircraft dispatchers who have conducted 40 or more consecutive years of safe flight operations. This information guide:

- Describes the award,
- Describes the eligibility requirements,
- Explains how to submit an application, and
- Explains the selection process of candidates for the award.

**2. BACKGROUND.**

The Leo D. Hollis Master Aircraft Dispatcher Award is named in honor of Mr. Leo D. Hollis, whose skill and performance of the duties of an Aircraft Dispatcher, and devotion to aviation safety have been exemplary. Throughout his life and his career, Leo D. Hollis contributed significantly to upholding aviation safety to the highest degree. He also inspired, encouraged and assisted others in doing the same. The Leo D. Hollis Master Aircraft Dispatcher Award recognizes the lifetime accomplishments of Aircraft Dispatchers. The FAA presents similar awards to in recognition of pilots and mechanics, (The Wright Brothers Award and the Charles Taylor Awards, respectively) in recognition of those who have exhibited a similar level of skill and professionalism.

**3. DESCRIPTION.**

The Leo D. Hollis Master Aircraft Dispatcher Award is the most prestigious award the FAA issues to aircraft dispatchers certificated under Title 14 of the Code of Federal Regulations (14 CFR) part 65, Subpart C. This award is named after the Leo D. Hollis, who is the first recipient of this award (posthumously), to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 40 years while performing the duties of an aircraft dispatcher. The award is in the form of an award certificate and lapel pin which the FAA will issue after application review and eligibility requirements have been met.

**4. ELIGIBILITY.**

To be eligible for the Flight Standards Service MADA, nominees must meet all of the following criteria:

- a) Hold, or if being nominated posthumously, have held a U.S. Civil Aviation Authority (CAA) or FAA issued Aircraft Dispatcher Certificate for no less than 40 years;
- b) Have no less than 40 years civil dispatching or dispatch related experience, 30 of which must



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**[www.ifalda.org](http://www.ifalda.org)**

have been spent as a current and qualified aircraft dispatcher for an air carrier conducting CAR part 40 or 41 operations, or CFR part 121 domestic or flag operations;

- c) The effective start date for the 40 years may be either of the following:
- i. The nominee's first date of hire as an aircraft dispatcher for an air carrier conducting Civil Air Regulations (CAR) part 40 or 41 operations, or 14 CFR part 121 domestic or flag operations, or
  - ii. The original issue date of the nominee's Aircraft Dispatcher Certificate.
- d) Be a U.S. citizen.
- e) Have *not* had any airman certificate revoked. Revocation of any airman certificate will disqualify a nominee for this award.

## **5. NOMINATION SUBMISSION**

Any individual who meets the eligibility requirements, or a sponsor on behalf of the eligible individual, may apply for the award by submitting a nomination package to the nearest Flight Standards Office at which there is an Aviation Safety Inspector-Aircraft Dispatcher (ASI-AD) assigned. A current listing of offices with ASI-ADs can be found at [Air Transportation Division's Website](http://www.faa.gov/air_traffic/flight_info/aeronav/dot_pages/air_traffic_division_website.html).

The nomination submission package must consist of the following documents:

- Three letters of recommendation from holders of FAA issued Aircraft Dispatcher or Pilot certificate, who can attest to the applicant's 40 years or more of U.S. dispatching or dispatch related experience;
- Photocopies or proper documentation describing the kind of certificate(s) held by the applicant, including, if available, the original issue date(s) of the certificate(s);
- A detailed description, resume, or summary of the applicant's dispatching history; and
- A completed Flight Standards Service MADA Application Form. (The Flight Standards Service MADA Application Form is attached to this document as Appendix A.)

## **6. NOMINATION ACCEPTANCE**

An ASI-AD will verify the nomination is complete and that the nominee meets the eligibility requirements listed within this document. Verification of eligibility is performed by obtaining the nominee's complete airman certification file. The file can be obtained via the Multi-System Access Tool-Airman (MSAT-A). When unable to obtain this information via MSAT-A, contact a Compliance Specialist at the FAA Airman Certification Branch. Once obtained, review the certification file and the enforcement investigation database. Additional information or an interview by the ASI-AD may be necessary to verify a nominee's qualifications. If there is any question as to whether the nominee qualifies for the award, contact the Air Transportation Division for further direction. Once verified, the ASI-AD will forward the Nomination Submission to the manager of the Air Transportation Division, who will be the final authority for acceptance of the nominee. All nomination submissions must be routed to the manager through the AFS-200 Division Correspondence Mailbox.





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**www.ifalda.org**

Additional notes on nomination acceptance:

- Prior accident history will be reviewed and can be disqualifying depending upon whether or not the nominee's actions were found to be a causal factor in the accident.
- Prior enforcement actions (excluding revocation) are not necessarily disqualifying but, will be disqualifying if they show that the nominee lacks a dedication to the safety of flight or professionalism.
- The award may be presented to a nominee up to 3 years posthumously if the nominee has acquired 40 years of U.S. aircraft dispatching or dispatching related experience prior to passing away.
- Nominations will take a minimum of 60 days to be accepted.

#### **7. ISSUANCE OF THE AWARD**

Presentation - The manager of the Air Transportation Division, or his or her delegate, will contact the applicant or sponsor to schedule the award presentation and will try to arrange a public presentation at a suitable FAA or industry function. The issue date of the award, will be the date the award certificate is signed by the appropriate FAA official.

Roll of Honor – The nominee's name, along with the month and year of the issuance of the Master Aircraft Dispatcher Award, will be posted on a Roll of Honor after the award has been presented. [Master Aircraft Dispatcher Roll of Honor.](#)





**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**www.ifalda.org**

**LEO D. HOLLIS MASTER AIRCRAFT DISPATCHER AWARD**

*Sample Letter of Recommendation*

*(Date)*

*(FAA Flight Standards Office Address)*

Attn: *(Office Manager and Aviation Safety Inspector-Aircraft Dispatcher)*

*Subject: Nomination for Leo D. Hollis Master Aircraft Dispatcher Award*

I have known (Nominee's name) for *(number of years known)* years and highly recommend him/her for the Leo D Hollis Master Aircraft Dispatcher Award. I have known him/her to always perform the duties of an aircraft dispatcher, contribute significantly to upholding aviation safety to the highest degree, and be an outstanding individual who is respected in the aviation community.

My knowledge and association with the nominee consists of *(state your affiliation with the nominee, i.e., work associate, personal business, friendship, etc.)*

I hold an Aircraft Dispatcher [or pilot] certificate number *(certificate number)*\_\_\_\_\_

Respectfully submitted,

*(Signed)*

*(Printed name)*

*(Address)*

*(E-mail address)*

*(Best contact phone number)*



**Flight Dispatcher's World 8<sup>th</sup> Edition**  
**International Federation Air Line Dispatchers Associations**  
**www.ifalda.org**

**LEO D. HOLLIS MASTER AIRCRAFT DISPATCHER AWARD**

*NOMINATION FORM*

**Nominee's Full Name (as it should appear on the award certificate)**

\_\_\_\_\_

**Contact Information**

	Nominee	Sponsor (if applicable)
Name	_____	_____
Address	_____	_____
City	_____	_____
State	_____	_____
Zip	_____	_____
Home/Work Phone	_____	_____
Cell Phone	_____	_____
E-mail Address	_____	_____

*Nominee's Airman Information*

Aircraft Dispatcher Certificate No.: \_\_\_\_\_

Aircraft Dispatcher Certification Course (If applicable) \_\_\_\_\_

Date began training: \_\_\_\_\_

Name of Course Operator or Collegiate Institution: \_\_\_\_\_

City/State: \_\_\_\_\_

Training organization (if applicable): \_\_\_\_\_



40-year aircraft dispatcher experience period to be considered for this award

Beginning Date \_\_\_\_\_

Ending Date \_\_\_\_\_

Has the nominee ever been assessed a civil penalty for a violation of any 14 CFR? \*\*

Yes

No

\*\* If the answer is “yes”, please provide an explanation on a separate sheet and attach to the nomination package.

### ***Nomination Package Check List***

Completed Leo D. Hollis MADA Nomination Form  
(this form) Nominee's aircraft dispatcher history  
(Resume or Biography) Three letters of  
recommendation  
Explanation of violation (if  
applicable) Explanation of accident (if  
applicable)

*Please forward this nomination package to the nearest Flight Standards Office,  
Aviation Safety Inspector-Aircraft Dispatcher for processing: A .pdf of the  
current listing of offices can be found at [Current Listing of Offices with ASI-  
ADs.](#)*

*(see next page for list of FAA offices)*

*Note: While the information presented in Flight Dispatcher's World is as current and accurate as the Editor can make it at the time of publication, the Editor is, after all, human and from time to time will make errors. Graphics and technical information are provided from open sources generally available to the public via the Internet. If an error is discovered by the reader, it would be very much appreciated if the reader would notify the Editor so that a correction can subsequently be published, as appropriate.  
Also, the views and opinions stated are those of the Editor and not necessarily those of the IFALDA Board unless otherwise cited.*



**List of Flight Standards Offices That are Assigned Aviation Safety Inspector-Aircraft Dispatchers (ASI)-AD**

The following acronyms are used on this list:

CMO = Certificate Management Office

FSDO=Flight Standards District Office

Office City, State	Number of ASI-ADs	Office Name	Office Contact Phone #
Albany, NY	1	Albany FSDO	(518) 785-5660
Anchorage, AK	1	Alaska CMO	(907) 271-1200
Atlanta, GA	2	Delta CMO	(404) 474-5300
	1	Atlanta CMO	(404) 474-5005
Baltimore, Maryland	1	Baltimore FSDO	(410) 787-0040
Boston, MA	1	Boston FSDO	(781) 238-7500
Chicago, IL	1	Chicago FSDO	(847) 294-7900
	1	United CMO (CHI)	(847) 294-8500
Cincinnati, OH	1	Cincinnati FSDO	(513) 842-9600
Dallas, TX	2	Southwest CMO	(214) 277-0200
	2	American CMO	(214) 277-7700
	1	DFW CMO	(214) 277-8400
	1	Envoy CMO	(214) 277-7700
Denver, CO	1	Denver FSDO	(800) 847-3808
Detroit, MI	2	East MI CMO	(734) 487-7222
Fort Lauderdale/Miami, FL	3	South FL CMO	(954) 641-6500
Louisville, KY	1	UPS CMO	(502) 753-4200
Garden City, NY	1	New York City FSDO	(556)-228-8029
Greensboro, NC	1	Greensboro FSDO	(336) 369-3900
Honolulu, HI	1	Honolulu CMO	(808) 837-8305
Las Vegas, NV	2	Pacific CMO	(702) 269-8013
Memphis, TN	1	FedEX CMO	(901) 322-8600
Minneapolis, MN	1	Minneapolis FSDO	(612) 253-4400
Orlando, FL	1	Orlando CMO	(407) 812-3030
Phoenix, AZ	1	Phoenix, CMO	(480) 781-2555
Saint Louis, MO	1	Saint Louis FSDO	(314) 890-4800
Salt Lake City, UT	1	Skywest CMO	(800) 332-2795
Seattle, WA	2	Seattle CMO	(206)231-3836
Washington, DC	4	Air Transportation Division	(202) 267-8166

Updated by AFS-200 06-27-18

*Note: While the information presented in Flight Dispatcher's World is as current and accurate as the Editor can make it at the time of publication, the Editor is, after all, human and from time to time will make errors. Graphics and technical information are provided from open sources generally available to the public via the Internet. If an error is discovered by the reader, it would be very much appreciated if the reader would notify the Editor so that a correction can subsequently be published, as appropriate.*

*Also, the views and opinions stated are those of the Editor and not necessarily those of the IFALDA Board unless otherwise cited.*

IFALDA is in the process of developing a companion award for Flight Dispatchers and Flight Operations Officers worldwide recognizing excellence and outstanding service and contributions to the profession. The FAA Leo D. Hollis Award is for 40 years of safe operations but FAA has no metrics to measure or quantify excellence or contributions to the profession. Recently CALDA and Air Canada developed the Sandy Award, recognizing the professional contributions made by Adrian "Sandy" Sandziuk, late Air Canada dispatcher, CALDA President and long-time Vice President of IFALDA, for excellence in Canada. IFALDA would like to develop a similar award for worldwide professional contributions. We are trying to develop metrics that would capture excellence and we are also trying to come up with a name for the award. We would welcome input from the readers of Flight Dispatcher's World.

.....

## Flight Dispatcher Training Organizations

We will start a series of highlights of some of the various Flight Dispatcher training organizations worldwide. It must be clear that IFALDA receives no monies or other compensation as a result of these reviews. We cannot attest to the quality nor the bona fides of these organizations. Information provided is from public sources.

Flight Dispatcher training organizations generally fall into two categories:

1. Stand-alone flight dispatcher training courses
2. Embedded flight dispatcher training courses in college/university curricula.

We'll start with one of largest aviation training organizations in the world: The Civil Aviation Flight University of China (CAFUC) based in Guanghan City, Sichuan Province in the Peoples Republic of China.



CAFUC Civil Aviation Flight University of China (CAFUC) is the only full-time regular institution of higher education for civil aviation pilots, as well as technicians of other civil aviation specialties and high-quality applied professionals in engineering, management and arts required by national economy, under the direct jurisdiction of CAAC.

With its headquarter in Guanghan City, Sichuan Province, CAFUC has four flight training sub-colleges in Xinjin, Guanghan, Luoyang and Mianyang and two air terminals in Luoyang and Suining. It has set up 7 colleges, including College of

*Note: While the information presented in Flight Dispatcher's World is as current and accurate as the Editor can make it at the time of publication, the Editor is, after all, human and from time to time will make errors. Graphics and technical information are provided from open sources generally available to the public via the Internet. If an error is discovered by the reader, it would be very much appreciated if the reader would notify the Editor so that a correction can subsequently be published, as appropriate.*

*Also, the views and opinions stated are those of the Editor and not necessarily those of the IFALDA Board unless otherwise cited.*

Flight Technology, College of Air Traffic Control, College of Aviation Engineering, College of Air Transport Management, College of Computer Science, College of Foreign Languages, and College of Cabin Attendants, Sports Department, Simulator Training Center, Aero Engine Maintenance Training Center, Aircraft Repair Plant, Sanxing General Airline Co., Ltd., and Chinese Civil Aviation Scientific Research Base. Now CAFUC has more than 8000 full-time students.

At present CAFUC offer 20 specialties for under-graduates, including flight technology (cargo transport aircraft pilot, general aircraft pilot, helicopter pilot), transport and communication (air traffic control, flight dispatch, aeronautical information and airfield control), English, computer science and technology, business administration, heat energy and power engineering, electronic information engineering, safety engineering, traffic engineering, logistic management, marketing, cabin attendant and tourist management, business management and air service.

Our colleague Professor Luo Feng E (Lucy) is a manager at the CAFUC flight dispatcher school.

---

### Future AGMs

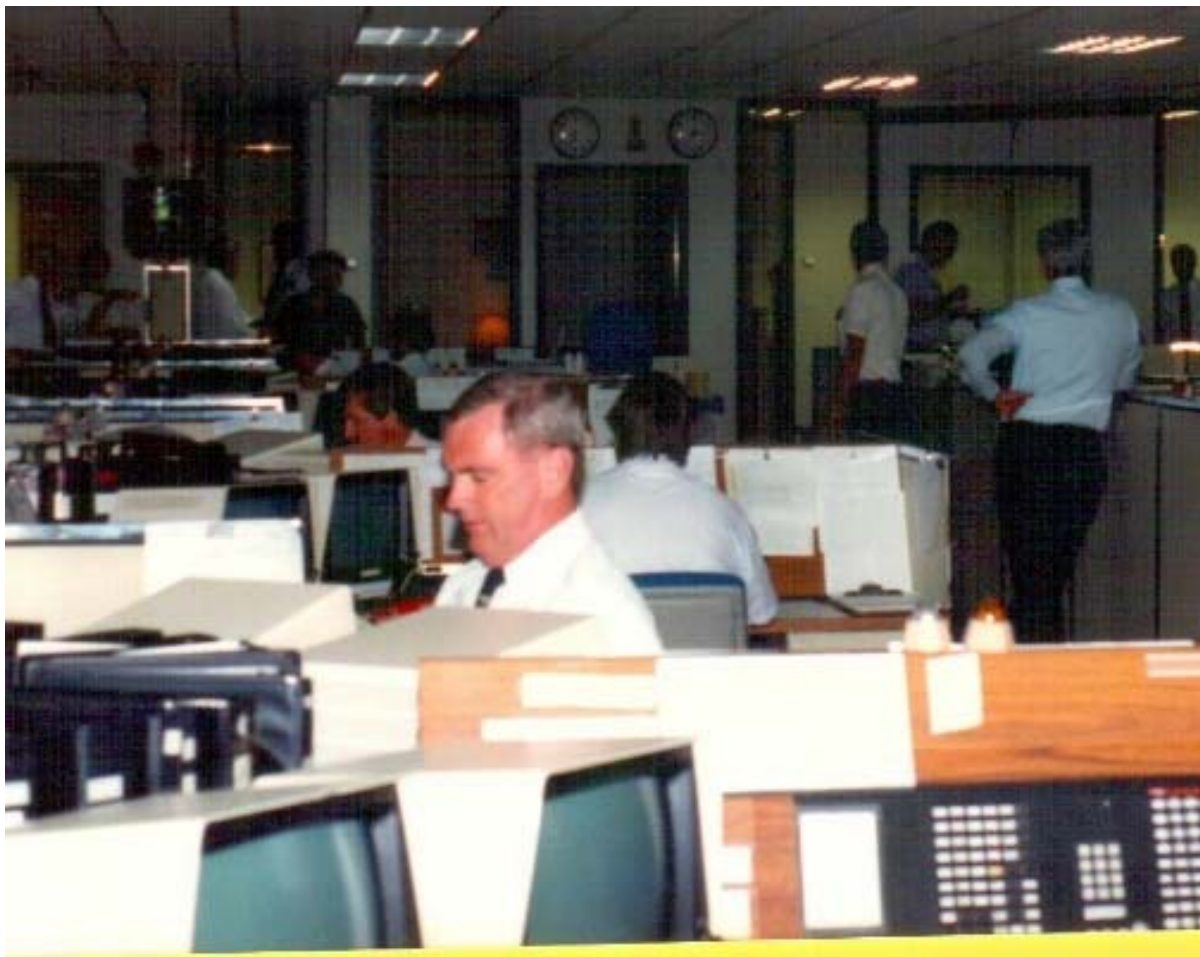
The 2020 IFALDA Annual General Meeting will be held in Toronto, hosted by CALDA, the Canadian Airlines Dispatcher's Association. Date and venue to be announced on the IFALDA website.

The 2021 IFALDA Annual General Meeting is planned to be held in Paris, hosted by FRALDA, the French Airline Dispatcher's Association. Date and venue to be announced on the IFALDA website.



*Note: While the information presented in Flight Dispatcher's World is as current and accurate as the Editor can make it at the time of publication, the Editor is, after all, human and from time to time will make errors. Graphics and technical information are provided from open sources generally available to the public via the Internet. If an error is discovered by the reader, it would be very much appreciated if the reader would notify the Editor so that a correction can subsequently be published, as appropriate.*

*Also, the views and opinions stated are those of the Editor and not necessarily those of the IFALDA Board unless otherwise cited.*



Your FDW Editor – Delta Flight Control  
Dispatch Office Atlanta 1987

Dave Porter  
Editor – Flight Dispatcher's World  
Special Assistant to the President  
Co-Representative to ICAO  
IFALDA  
[dporter@ifalda.org](mailto:dporter@ifalda.org)

*Note: While the information presented in Flight Dispatcher's World is as current and accurate as the Editor can make it at the time of publication, the Editor is, after all, human and from time to time will make errors. Graphics and technical information are provided from open sources generally available to the public via the Internet. If an error is discovered by the reader, it would be very much appreciated if the reader would notify the Editor so that a correction can subsequently be published, as appropriate.*

*Also, the views and opinions stated are those of the Editor and not necessarily those of the IFALDA Board unless otherwise cited.*