

From: GilesOKeeffe@cs.com
Sent: Sunday, November 11, 2001 11:42 PM
To: m.ogles@att.net
Cc: GilesOKeeffe@cs.com
Subject: 2002 Enroute Group

Mike

Based on a mention by Bill Leber, and in light of the recent problems with the US Postal Service, it is likely that this letter never reached you, so I taking this opportunity to re-send it to you via e-mail. Thank you for your understanding.

The Airline Dispatchers Federation
October 2001
PMB 284
601 Pennsylvania Ave., Suite 900
South Building
Washington, DC, 20004

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Mr. Mike Ogles
2002 Enroute Group

Dear Mike;

The Airline Dispatchers Federation (ADF) has been an active participant in the Collaborative Decision Making (CDM) process, Spring 2000 (S2K), the Free Flight Steering Committee (FFSC), the Operational Evolution Plan (OEP) and various other initiatives over the past ten or more years. As president of ADF, I pledge the full support and participation of ADF in all future collaborative attempts to enhance the safety and efficiency of the National Airspace System (NAS).

I wish to make very clear that ADF will insist that 2002 Enroute Group, S2K, CDM, FFSC, OEP and any other initiatives include dispatcher expertise and participation. Failure to do so will result in less than ideal products and procedures reaching air traffic management personnel and the people at Airline Operational Control (AOC) centers.

In these days of heightened security, increased airborne military activity, more restrictive air traffic procedures at certain facilities and the rest of the complexities that we see every day in the NAS, there is an even greater need for dispatcher input. When dispatchers and air traffic managers are burdened with ensuring that the system operates safely and efficiently, there is an absolute requirement that they fully participate in the genesis of any procedural 'enhancements' before those see the light of day.

ADF respectfully asks that your recommendations address the gaps in common situational awareness left by URET, CRCT, DIRECT2, CMA, DSP and other future decision support tools. ADF further asks that all of these systems and any future developments are interfaced to the AOC's, specifically to the dispatcher of the flight in question. This interface must include all changes to any filed route to be flown, because it is the dispatcher who alone has the tools to properly assess the actual impact of route changes on

the mission of a particular flight. Please note, this requirement is beyond the requirements of the AOC at large, which is certainly the only entity capable of assessing the systemic impact to the specific air carrier.

I thank you for your efforts, Mike. I appreciated your appearance at the ADF Symposium in Washington, DC, last week. Please let me know if there is any way that my organization or I can assist you in your worthwhile efforts to make the NAS more efficient in 2002.

Sincerely,

Giles OKeefe
President, ADF