



**G A L D A**

**German Airlines Dispatchers Association**

**Deutsche Flugdienstberater Vereinigung e.V.**

**MITGLIEDERINFO**

**2 / 05**

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- EASA Konferenz Köln
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- DFV/FALDA/EUFALDA Meetings 2006

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**DEUTSCHE FLUGDIENSTBERATER VEREINIGUNG E. V.  
GERMAN AIR LINE DISPATCHERS ASSOCIATION**

Sitz: Frankfurt/Main  
Member of EUFALDA and IFALDA



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

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D.F.V. e.V. Postfach 750 103 60531 Frankfurt

An alle Mitglieder

Bankverbindung:  
Frankfurter Sparkasse  
Konto Nr.: 109 132  
(BLZ.: 500 502 01)

Postanschrift / Mailing Address:  
P.O.B. 750 103  
60531 FRANKFURT

E-Mail:  
1. Vorsitzender: florian.schellschmidt@dlh.de  
Ref. Verwaltung: raik.hembus@dlh.de

Datum / Date 14.12.2005

Sehr geehrte Mitglieder,

zu gewohnter Zeit möchte ich Sie über die Aktivitäten der DFV/EUFALDA informieren.

Ende Oktober fand das EUFALDA Semi-Annual Meeting in Helsinki statt. Das Protokoll ist ein Teil dieser Mitgliederinfo.

Des weiteren möchten wir Sie über die Entwicklung in Sachen einer EU-Lizenz für Flugdienstberater informieren. Jan Höhne hat als Vertreter der DFV/EUFALDA an der Europe/US International Aviation Safety Conference in Köln teilgenommen. Sein Bericht ist ebenfalls beigefügt.

Ein weiteres aktuelles Thema ist ein Änderungsvorschlag der FAA bzgl. ICAO Annex 6, Part I. Die FAA befürchtet eine Aufweichung der Flight Operations-Standards in den USA, sobald auch ausländische Carrier Inlandsflüge durchführen dürfen. Dieses Amendment beinhaltet zwar auch eine gewisse Abkehr von der Lizenzierung für Flugdienstberater, aber im Unterschied zur EASA werden die Anforderungen an Ausbildung und Qualifizierung präzisiert und verschärft. Matthias Dürbeck hat das LBA um Stellungnahme und Unterstützung der FAA-Vorschläge gebeten.

Als Termin steht im März 2006 die Jahreshauptversammlung mit Vorstandswahlen an. Vom 08. – 11. Mai 2006 findet das EUFALDA/IFALDA Meeting in Kuala Lumpur (Malaysia) statt. Detaillierte Infos sind wie immer auf der Internetseite der DFV und der EUFALDA/IFALDA zu finden.

Der Vorstand der DFV wünscht Ihnen ein frohes Fest und einen guten Rutsch ins neue Jahr.

Florian Schellschmidt  
1. Vorsitzender

## Minute of Meeting EUFALDA Semi Annual HEL 25-26 Oct.2005

Onboard Ferryboat Silja Serenade between Helsinki & Stockholm

### DAY1

1500	Delegates boarding ferry for registration and cabin assignments
1530	Welcome Coffee Buffet
1600	<u>Dr .Albert Rieger, President of EUFALDA</u> welcomed all delegates to your 15 <sup>th</sup> Semi Annual meeting.
1605	<u>Kivelä Harto FINALDA</u> wishing all welcomed to Finland, Opening remarks and household information.
1610	<u>Delegates Introduction. 28 delegates from following organizations:</u> FINALDA, HALDA, CZALDA, ICEALDA, GALDA, SALDA/D, CARGOLUX, SALDA/S, YUALDA, AALDA, SALDA/N, LIDO, IFALDA and EUFALDA
1620	<u>BOARD: EUFALDA Business</u> Due to some misunderstanding the agenda sent to delegates by e-mail was wrong. Hence new agenda presented on overhead for the delegates to approve. Agenda approved. However ad hoc changes made during the meeting. Matthias presented the financial outlook. As new treasurer he had to spend some time transferring our accounts from Belgium to Germany. All accounts in good order, but several National Organizations behind in payment of their member fees. He will follow up this matter. Members of the EUFALDA Board has participated in several meetings in connection with IOSA/ /EASA-JAA/FAA. Are making some progress, but the process is slow. Albert played a recorded statement from Rep Oberstar (Dem) U/S senate.
1650	<u>Jan Hohne: Report from the harmonization process EASA-JAA/FAA.</u> At a meeting with EASA in CGN June05 they invited us to give some inputs as they, during 2006, will have a session with focus on FOO. We have to look at this as a nice gesture, and act accordingly. However they pointed out that they can not promise us a licence, but it is a beginning. Who knows? This is the first time any such kind of Authority in Europe has invited us to participate active in anything. We plan to pick-up the best parts of various FOM's, section FOO and/or FDTM's from various European Airlines to compel some good and sustainable inputs to EASA during this meeting. <u>For this we need your help:</u> <u>Please send a copy of the required section of your FOM/FDTM to me by mail or e-mail to the address below. It is outmost important that we get as many idea as possible. Your contribution will not be known to anyone beside the EUFALDA working groupe.</u> Further we plan to present EASA with ICAO AnnexVI and make a presentation of the Flight Dispatcher's Job and Responsibility. We have agreed that EUFALDA will be the link to EASA, but we will need all the help we can get from IFALDA. This is only natural and in everybody's interest. Mail your information to:

	<p>Jan Hohne VP EUFALDA  Director, IFALDA – European Industrial &amp; Regulatory Affairs  26 Smafolksgatan  S-212 38 Malmo, Sweden  E.mail: <a href="mailto:jhohne@ifalda.org">jhohne@ifalda.org</a>  Phone: +47 705 639 841</p>
1715	<p><b><u>Delegates Reports from NATASSOS:</u></b>  <b>SALDA/Norway:</b> At present we are only 8 members, The merger of SAS and SAS/Braathens are expected to increase memberships.  <b>AALDA:</b> Loosing money. Always new peodjects, hoping to turn the trend.  <b>SALDA/Denmark:</b> 65 members. SALDA/D merged with a national union. Continuing as a Professional Association  <b>FINALDA:</b> Nothing new to report. FinnAir is doing good considering the overall situation in aviation.  <b>SALDA/Sweden:</b> Professional Association, member of an national Union.  No dispatchers at ARN. Centralized to CPH.  <b>GALDA:</b> No requirement for licence in Germany. Waiting for EASA. Request for official status on licence, but no answer. / new dispatchers under education. Will start working with LH when ready.  <b>LUXAIR:</b> Dispatchers dormant due lack of interest as they have to use own time and money to keep themselves upgraded.  <b>ICEALDA:</b> FI doing very good. Prospering marked, Growing Business, Buying other Airlines. Licensed Dispatchers. Not a national requirement, but all airlines has agreed to employ licensed Dispatchers.  <b>YUALDA:</b> Problems to get qualified staff. Trade union problems, strikes, Fuel cost expenses. Threatening to take away ID-tkts from staff.  <b>Company obliged to have licensed Flight Dispatchers from April-06.</b></p>
1800	<p>First day meeting adjourned.</p>

## DAY2

1000	<p><b><u>Matthias Dürbeck Flight Accidents:</u></b>  Presented facts from the Helios accident showing event report and flight progress on overhead.  No final conclusion yet, but the A/C had history of PAC problems. This could be an important factor.  Was A/C dispatched with one PAC U/S? Restricted to FL250. ATC filed to FL340. Crew reported Ac problems to Helois Maint, thought they had solved the problem. 09:16 last transmission to Nikosia at FL220. A slow decompression as no frozen windows. Crew and Pax suffocated due to hypoxia. At the end of the flight someone seems to have taken control over the A/C, but fuel starvation shut down booth engines and the plane crashed into mount Gramatoco.  Very little information available regarding the Air France accident in</p>
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	<p>YYZ, and the TunisAir ditching of the coast of Sicily.</p>
1030	<p><b><u>Adrian (Sandy) Sandziuk: Report from IFALDA:</u></b>  Thanking FINALDA for their good work in hosting the meeting and extending greetings from IFALDA President Allan Rossmore regretting that he could not attend due to other commitments. He continued with the report:  IFALDA has been active at IOSA, The EU/US Harmonization and ICAO. We continue to participate in the IATA Operational Safety Audit Program.  <b><u>One of the major concerns is the qualifications of the Flt.Dispatchers Auditors.</u></b>  Several recent audits has shown that lack of qualifications, knowledge of national requirements and language skills of the auditors is a major problem.  To be fair, the IOSA policy is a major improvement towards International Standards and Safety, however, <b><u>we will continue to work towards better qualifications of the Flight Dispatch Auditors.</u></b>  President A.Rossmore will be participating in an IOSA re-write of the IOSA Standards to be held in ATL in December this year.  IFALD will continue to attend the EU/US Harmonization Meetings. One of the influential members, <b><u>Mr. Eric Sevel</u></b> has indicated an openness towards our cause. I would encourage the EUFALDA members to communicate and befriend that committee member. I believe that representation by European Nationals will have more effect than that of North Americans. <b><u>On the issue of EU/USA negotiations on "Fifth Freedom Rights" better known as "Cabotage".</u></b>It appears that some of the US delegates may not be strongly supportive of demanding FAR 121 requirements as a prerequisite to operations within the US. <b><u>This is a very important issue related to Standards and Safety, so we must support our fellow dispatchers in ADF on this.</u></b>  At ICAO there is support for regulating English Language standards.After several aircraft accidents, including the Cypriot crash in Greece, an analysis is required to establish if better English Language skills are required. Initial indications are that levels of language skills will be graded into several levels. The standards will demand different levels of language skills depending upon the operations.  As a result of manpower and financial restrains, the Annex VI amendment will not be on the agenda until next spring.  IFALDA is interested and concerned with the accident reports of recent rash of accidents (B737/Peru, MD80/Venezuela and B737/Greece) particularly with regard to possible implications of lack of Flight Dispatch involvement.</p>
1045	<p><b><u>Rick Ketchersid Upcoming IFALDA meeting:</u></b>  Next IFALDA meeting in KUL 08-11may06 + 12may06(optional) at <b><u>The Saujana Resort - <a href="http://www.saujana.com.my">www.saujana.com.my</a></u></b> Details on IFALDA web-page.  <b><u>Jon Enarsson ICEALDA Upcoming EUFALDA meeting:</u></b></p>

	<b>Next EUFALDA meeting will be in Iceland late fall 2006. Details on EUFALDA web page</b>
<b>1120</b>	<b>Second day meeting adjourned.</b>

EUFALDA/IFALDA 050716

Dear Friends and Colleagues;

Well, we have come back from Cologne and the Europe/US International Aviation Safety Conference. It was very worthwhile for us to be there. We interacted with and had discussions with quite a few people in the aviation community who can make a difference for us. .

We had discussions with officials from the FAA, the Brits, the Irish, the Danes, EASA, IATA, and ICAO. We also attended presentations on a variety of topics.

We did have a problem in a discussion with an FAA official in which he said that if cabotage rights for domestic service were granted in the US to foreign carriers, that they would be regulated according to their own rules and Part 91 in the US, which are the general operating rules, not Part 121, which requires dispatch for US carriers. We later had another discussion with another FAA official and he was much more supportive of us. We will write the FAA a letter about this issue in any case, as it is a major one for the US.

We had a productive meeting with EASA officials about dispatch/flight monitoring in Europe. We will be able to submit a proposal for an implementing rule which will update requirements in JAR-OPS. This does not mean that it will be a license/certificate, but it does mean that that we can upgrade requirements and that it may lead to a license in the future. Think of it as more of an IOSA type of requirement. It will be a first step of an ongoing effort for us, and for the first time ever, we were invited by the officials themselves, which must be seen as a whole new gesture from this side! We can only see this a very positive sign!

We also had a good talk with ALPA. They should be an ally on the cabotage issue.

We submitted comments into the record that aviation system safety management should include flight dispatch ground support, with pre-flight planning and flight monitoring functions.

IFALDA has modernized the Annex 6, and got it approved by the FAA and we also got the word from ICAO, that they are bringing up the new Annex 6 this fall, and that we have been invited to be an observer. That's by the way why SCALDA ceased. They are also giving us access to their network, so that we will have notice about what is going on there. This is a tremendous milestone for us.

We also spoke to IATA about the issue with dispatch auditors' qualifications in IOSA. We believe that we will be making progress there, and think there is genuine concern about the possible ramifications if they don't fix it. IOSA audits should be finalized end of next year!

We also spoke to the Brits about their ops control system. No progress there. They absolutely believe that their system and rules are perfectly ok. The FAA is also having ongoing discussions with them, but they disagree! Rumors tells that even ICAO has pinpointed quite some misses as well.

We also met with Capt. Norudin of Malaysian Airlines about next year's AGM in Kuala Lumpur. Things are looking good there. They are going all out for us.

Overall, it seems that we have reached a plateau in that we have become a more accepted part of the landscape in this venue. This Conference is where we need to be every year. Next year it will be in Portland, Oregon.

Best regards  
Jan Höhne

INTERAGENCY GROUP ON INTERNATIONAL AVIATION  
Department of Transportation  
Federal Aviation Administration  
Washington, DC 20591

April 22, 2003

Presented by:  
Principal Staff Officer

IGIA 81/2.169A  
FINAL ACTION

Title: Annex 6 (Operation of Aircraft) – Letter to ICAO Regarding a Proposed Amendment to Annex 6, Part I

The IGIA member agencies (the Federal Communications Commission abstained) and the National Aeronautics and Space Administration by informal action completed April 22, 2003, approved IGIA 81/2.169 CORRECTED dated March 26, 2003.

The approval of IGIA 81/2.169 was forwarded to the U.S. Representative on April 22, 2003, for submission to ICAO.

Cassandra Jordan

## U.S. LETTER TO ICAO

The United States has gained considerable experience and familiarity with the methods of control and supervision of flight operations practiced by a number of non-U.S. operators. While the current provisions in Annex 6, Part I address control and supervision methods that are centered on licensed flight operations officers/flight dispatchers, many operators control and supervise flights in ways that disperse such functions among several unlicensed personnel, often in different departments. Such practices can result in a lack of proper coordination and accountability as to whom is responsible, in conjunction with the pilot-in-command, for the safe dispatch and operation of a flight. Moreover, such practices usually result in these persons who have been assigned flight operation officer/flight dispatcher duties not actually performing the entire range of flight operations officer/flight dispatcher tasks. For this reason, these personnel are not being properly trained in tasks such as those prescribed in the ICAO Training Manual: Flight Operations Officers/Flight Dispatchers (Doc 7192-AN/857).

Unfortunately this lack of an adequate method of supervision has been a contributing factor to several accidents. In each of the three examples below, the operator had information within its possession that might have reduced the potential for an accident, but its method of flight supervision and control failed to supply the flight crew with information that may have prevented the occurrence of the accident.

1. Air Ontario, Dryden, Ontario, Canada (March 10, 1989)

While the investigation concluded that the pilot-in-command of the Fokker-F28 was responsible for the landing and take-off decisions that day, the report also concluded that “the air transportation system failed him by allowing him to be placed in a situation where he did not have all the necessary tools that should have supported him in making the proper decision.”

2. Avianca, Great Neck, New York, United States (January 25, 1990)

The report of this B707 accident concluded that the “failure of the flight crew to adequately manage the airplane’s fuel load, and their failure to communicate an emergency fuel situation to air traffic control before fuel exhaustion occurred” were the probable causes. However, the report also indicated that the flight crew’s failure to use an airline operational control dispatch system to assist them during the international flight into a high-density airport in poor weather also contributed to the making of this disaster.

3. Hapag-Lloyd, Vienna, Austria (July 12, 2000)

The investigation of this accident, one that involved an Airbus 310 that ran out of fuel, is apparently not yet completed. However it does appear that the pilot relied on his aircraft’s flight management system (FMS), instead of seeking assistance from a ground-based dispatcher, to calculate his spare fuel. This is likely a symptom indicative of a lack of an adequate method of supervision of flight operations.

Based on the foregoing, it is necessary to reinforce the functional process known as the “method of control and supervision of flight operations” in Annex 6, Part I. It is equally necessary to ensure that all persons involved in this functional process, whether they are licensed or not, are properly qualified and trained. To this end, the United States is pleased to



make a proposal to amend the provisions of Annex 6 (Operation of Aircraft), Part I (International Commercial Air Transport—Aeroplanes). This proposal addresses flight operations officers/flight dispatchers and would more explicitly recognize the important safety-related role played by these persons in the safe conduct of flight operations in ICAO Contracting States, including other persons who may be involved in the “method of control and supervision of flight operations” specified in Standard 4.2.1.3. The major features of this proposal are as follows:

- A new definition for flight operations officers/flight dispatchers in Chapter 1 that encompasses all those persons who are involved in supervision of flight operations, whether they are licensed or not.
- With regard to Chapter 3, a new Standard that would require operators to assign operational control responsibility to a flight operations officer/flight dispatcher. Also a new Standard in Chapter 3 that details actions required of flight operations officers/flight dispatchers when they are the first to become aware of emergency situations. This provision parallels existing Standard 3.1.4 which specifies comparable requirements for pilots-in-command.
- A new Standard in Chapter 10 that specifies minimum requirements to be met by those who are engaged in the supervision of flight operations but who are not holders of licenses issued in accordance with Annex 1.
- A significant revision to another Chapter 10 Standard that requires flight operations officers/flight dispatchers, licensed or not, to successfully complete an operator-specific training course that addresses all the components of the operator’s “method of control and supervision of flight operations”.

The specific new and revised text for this proposal is contained in the enclosure to this letter.

Proposed Amendment  
To Annex 6, Part I  
International Commercial Transport – Aeroplanes

These proposals relate to Chapters 1, 3, 4, and 10 in Annex 6, Part I and are depicted below. New text to be added is underlined and current text to be deleted is crossed out.

Chapter 1---Definitions
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Add new definition to read as follows:

Flight operations officer/flight dispatcher. Any person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not in accordance with Annex 1, who supports, briefs, or assists the pilot-in-command in the safe conduct of the flight.

Chapter 3---General
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3.1.3 An operator or a designated representative shall have responsibility for operational control.

Note.- The rights and obligations of a State in respect to the operation of aeroplanes registered in that State are not affected by this provision.

3.1.4 Responsibility for operational control in 3.1.3 shall be delegated to a flight operations officer/flight dispatcher.

3.1.5 If an emergency situation which endangers the safety of the aeroplane or persons becomes known first to the flight operations officer/flight dispatcher, that person shall notify the appropriate authorities of the nature of the situation without delay and request or provide assistance as required. If required by the State in which the incident occurs, the flight operations officer/flight dispatcher shall submit a report on any subsequent violation of regulations in the interest of safety to the appropriate authority of such State; in that event, the flight operations officer/flight dispatcher shall also submit a copy of it to the State of the Operator. Such reports shall be submitted as soon as possible and normally within ten days.

3.1.46 If an emergency situation which endangers the safety of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of State; in that event, the pilot-in-command shall also submit a copy of it to the State of the Operator. Such reports shall be submitted as soon as possible and normally within ten days.

Chapter 4---Flight Operations
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## 4.6 Duties of flight operations officer/flight dispatcher

- 4.6.1 A flight operations officer/flight dispatcher, ~~when employed~~ in conjunction with a method of flight supervision in accordance with 4.2.1.3, shall:
- a) assist the pilot-in-command in flight preparation and provide the relevant information required;
  - b) assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the ATS flight plan with the appropriate ATS unit; and
  - c) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; ~~and~~
  - d) ~~in the event of an emergency, initiate such procedures as may be outlined in the operations manual.~~

- 4.6.2 In the event of an emergency, A a flight operations officer/flight dispatcher shall:

- a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with the ATC traffic management procedures established by; and
- b) convey any safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight.

Note. – It is equally important that the pilot-in-command also convey similar information to the flight operations officer/flight dispatcher during the course of the flight, particularly in the context of emergency situations.

- a) ~~air traffic control;~~
- b) ~~the meteorological service; or~~
- e) ~~the communications service.~~

Chapter 10---Flight Operations Officer/Flight Dispatcher
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- 10.1 A flight operations officer/flight dispatcher, when employed in conjunction with an approved method of flight supervision requiring the services of licensed flight operations officers/flight dispatchers, shall be licensed in accordance with the provisions of Annex 1.

Note.-The above provisions do not necessarily require a flight operations officer/flight dispatcher to hold the licence specified in Annex 1. ~~In accordance with 4.2.1 the method of flight supervision is subject to approval by the State of the Operator which may accept proof of qualifications other than the holding of the licence.~~

10.2 In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, the State of the Operator, in accordance with the approved method of flight supervision, shall require that, as a minimum, such persons meet the requirements in Annex 1 for age (4.5.1.1) and experience (4.5.1.3).

10.23 ~~Recommendation~~—A flight operations officer/flight dispatcher ~~shall~~ should not be assigned to duty unless that ~~person~~ officer has:

a) satisfactorily completed an operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in 4.2.1.3.

Note.—Guidance on the composition of such training syllabi is provided in ICAO Doc 7192-AN/857, Flight Operations Officers/Flight Dispatchers (Part D-3).

a)b) made within the preceding 12 months, at least a one-way qualification flight on the flight deck of an aeroplane over any area in which that individual is authorized to exercise flight supervision. The flight should include landings at as many aerodromes as practicable;

b)c) demonstrated to the operator a knowledge of:

- 1) the contents of the operations manual described in Appendix 2;
- 2) the radio equipment in the aeroplanes used; and
- 3) the navigation equipment in the aeroplanes used;

e)d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision;

- 1) the seasonal meteorological conditions and the sources of meteorological information;
- 2) the effects of meteorological conditions on radio reception in the aeroplanes used;
- 3) the peculiarities and limitations of each navigation system which is used by the operation; and
- 4) the aeroplane loading instructions;

e)e) demonstrated to the operator knowledge and skills related to human performance relevant to dispatch duties; and

e)f) demonstrated to the operator the ability to perform the duties specified in 4.6.