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Datum / Date 25.01.2008

Sehr geehrte Mitglieder,

hiermit lade ich Sie fristgerecht zur ordentlichen Mitgliederversammlung 2008 der Deutschen Flugdienstberater Vereinigung e.V. ein.

Die Versammlung findet

am **21. Februar 2008**
um **18:30 Uhr**
im **Hotel Lindenhof**
An der Siedlung 1
Kelsterbach

statt.

Anbei erhalten Sie die Tagesordnung sowie die erste Mitgliederinfo für das Jahr 2008.

In diesem Jahr stehen wieder die Vorstandswahlen an. Meine Kollegen, Hein Ruiter, Raik Hembus und Bernhard Lüdtkke, stehen gerne auch in den nächsten 2 Jahren für ihre Positionen zur Verfügung. Da ich für eine zweite Amtszeit nicht zur Verfügung stehe, bitte ich um Vorschläge für einen Nachfolger als 1. Vorsitzenden. Auch für die in den vergangenen zwei Jahren unbesetzte Position „Referent Öffentlichkeitsarbeit“ wäre ich für Vorschläge dankbar.

Zu unserer Jahreshauptversammlung sind natürlich auch in diesem Jahr alle Kollegen willkommen, die noch kein Mitglied der Vereinigung sind. Der Vorstand würde sich über eine rege Teilnahme sehr freuen.

Mit freundlichen Grüßen

Axel Ostertag

D.F.V. MITGLIEDERVERSAMMLUNG 2008

Vorgesehene TAGESORDNUNG

- (1) Begrüßung und Feststellung der Anwesenden*
- (2) Antrag auf Abstimmung nur auf Handzeichen*
- (3) Genehmigung der Tagesordnung*
- (4) Jahresbericht 2007*
 - Bericht des 1. Vorsitzenden*
 - Stand Mitgliederzahlen*
 - Vereinigung Cockpit*
 - Laufende Ausbildung*
 - Stellenausschreibungen*
 - Anfragen über die Webseite*
- (5) Kassenbericht des Geschäftsjahres 2007*
- (6) IFALDA / EUFALDA Meetings 2007 in Frankfurt, Dubai, Antalya*
- (7) IFALDA / EUFALDA Meetings 2008*
- (8) Fachvortrag „North Atlantic Flight Planning“*
- (9) Neuwahl des Vorstandes*
- (10) Anfragen und Anträge*
- (11) Aussprache*
- (12) Verschiedenes*

Anträge zur Satzungsänderung sind gemäß §7 Abs. 4 der Satzung vor der Versammlung schriftlich an den Vorstand zu richten!

Eine Stimmübertragung ist nicht zulässig!

D.F.V. MITGLIEDERINFO // 01 – 2008

1. EUFALDA Semi Annual Meeting 2007

Ende September 2007 fand in Antalya / Türkei das halbjährige Meeting der EUFALDA statt. Anbei erhalten Sie das offizielle Protokoll.

Minute of Meeting

EUFALDA Semi Annual AYT 28-30Sep.2007



At Hotel Krevansaray – Lara
Hosted by ACDA – Air Carrier Dispatch Association

28Sep.	Delegates arriving. Registration and Welcome reception.
29Sep.	
0930	President Albert Rieger open meeting and wished all delegates welcome.
0940	President Coskun Kosal wishing delegates welcome and held a presentation of ACDA, its members, their future goals and next days programs.
0955	Introduction of delegates. Representatives from: IFALDA, EUFALDA, ACDA, AALDA, CALDA, ICALDA, TALDA, YALDA, GALDA, SALDA/D, SALDA/N, England(GB), USA and Sweden.
1015	EUFALDA Business. -Approval of Agenda – Agenda approved -Approval of MoM from AGM at FRA 2007 – MoM approved. -Financial outlook & Board activities. <ul style="list-style-type: none">• Finances in good shape. Some NATASSO's behind in payment.• Membership increasing thanks to ACDA & Check Association. At present, membership passed 300.• Jan Høhne report from EASA/JAA. Very little changes. Still lengthy discussions about licencing in Europe..• The Board are working on revitalizing memberships from Portugal, Spain Italy Malta, Cyprus and Greece and encourage new membership from France, England and Holland. New Memberships & Future Prospects

- **Trond has been in contact with Flight Dispatchers in several Eastern European and Middle Eastern countries. Regarding membership in EUFALDA & IFALDA. The response has been very encouraging, but promotion of membership is difficult to maintain due to language and other communication problems as all contacts are by e-mail and phone. However, if EUFALDA/IFALDA will set aside some recourses to the Project, we might expect some notable increase our memberships. Countries in question are Russia, Estonia, Latvia, Belarus, Ukraine, Hungary, Romania, Bulgaria, and some former Yugoslavian countries.**

- **Next EUFALDA meeting will be Annual Meeting during Fall 2008. AYT suggested again to celebrate ACDA's governmental approval which will be about that time. This will depend on interest from our members. Alternative will be Stockholm.**

- **Report from NATASSOS:**
 - **ACDA: Licence Regulations in process. Still time for adjustment.
Member Airlines: SunExpress, Pegasus, OnurAir, SkyAirline, GoldenAirline, AirMark and some THY staff.
IOSA standards compulsory by CAA.
Deadline for compliance 2 years.**
 - **TALDA: At present very dormant with little activity.**
 - **YALDA: CAA licences with extensive tests and annual check.**
 - **CALDA: State licence with annual check/tests.**
 - **ICALDA: Labour Union, Applied for JAR Certificate. State licence**
 - **AALDA: Reducing routes and staff. Working for Licences valid in Austria and Germany**
 - **SALDA/S: Swedish CAA wants to abandon licences to cut costs. Heavy protests received from IFALDA & EUFALDA board and members. Outcome of decision still unknown.**
 - **SALDA/D: Dispatchers holding CAA licence. Shortage of Dispatchers.**
 - **SALDA/N: At present 8 members, but we are expecting new members from staff ex BU and SAS owned WF (Wideroe). "In house" trained staff from BU doing OPS-Control together with SAS licensed staff. Flight Dispatch done by staff holding licences issued by Swedish or Danish CAA or Sheffield School of Aviation USA. Norwegian CAA has no requirements for licensed Flight Dispatchers.**
 - **GALDA: Doing well. All staff Licensed. About 80 members. Condor sold. LH still holding 25% stake for next 2 years. Making profit. LH contemplating buying back company. DHL moving operation to Leipzig.**

1110	Coffee Break
1140	<p>Green Forum of Aviation meeting at BRU 12th Sep07. EUFALDA Board represented IFALDA at the conference on this topic as President of IFALDA, Allan Rossmore was unable to attend. President of EUFALDA, Albert Rieger delivered the speech and presentation on behalf of IFALDA president. In short IFALDA & EUFALDA strongly support the initiative as it fits right in with the recently announced IFALDA Global Initiative for Aviation Operations Excellence, focusing on goals that will increase safety levels and efficiencies World Wide. Professional Flight Dispatchers are a very important contribution towards reduced emissions from aviation into the atmosphere.</p>
1220	<p>President of ACDA (Air Carrier Dispatch Association) Coskun Kosal gave a presentation of their association and the Turkish Government and CAA's requirements and legal actions to follow when establishing of new association.</p>
1250	Lunch-
1350	<p>ICAO Update. As "Sandy" Sandziuk was unable to attend his presentation was performed by IFALDA President Allan Rossmore. Fulltext below:</p> <p>Quote This conference was designed to bring together governmental, industry, scientific/engineering, legal, financial and academic experts from around the world to address the critical challenges facing civil aviation today. It was directed at professionals from civil aviation authorities, airlines, airports, air navigation service providers, aviation security providers, as well as all personnel of organizations such as Flight Dispatch directly involved in supporting the aviation industry.</p> <p>Despite a very extensive agenda, I will touch only upon those topics which were of direct interest to Flight Dispatchers/Flight Operations Officers. The Conference was opened with welcome remarks from ICAO Secretary General: Taieb Cherif</p> <p>A round table discussion followed on what aviation has accomplished and what it should accomplish. There were more questions than answers but I believe that it was the objective of this conference to initiate ideas that would lead to action at the 36th Assembly of ICAO which was to follow from September 18-28, 2007.</p> <p>Discussions followed on how to maintain and improve safety and security while facilitating movement and how to reduce congestion, cost, fuel burn and delay. Security is in a state of disarray. Passengers are screened while baggage is not.</p> <p>Regarding emerging issues for Airports, what new airport and air navigation infrastructure is needed to meet the growing demand for air travel? What air navigation technology can enhance safe and efficient flight and how can air navigation services help reduce fuel burn?</p>

	<p>A very interesting topic was the Blacklisting of Airlines and Airports based on safety and security concerns. It appears that the EU list is based primarily on accident occurrences instead of audits which are much more effective.</p> <p>Aviations contribution to greenhouse gas and global warming is 3.5 percent</p> <p>Environmental issues of noise and emissions were certainly at the forefront. We need to study what impact aircraft noise has on the environment and how governments regulate both noise and emissions. We need to study the impact of air contrails on climate change. And establish if and how aircraft emissions at high altitudes threaten the ozone layer. We need a cleaner fuel than kerosene such as hydrogen or electricity.</p> <p>We must urgently find the answer to the question: Can environmental regulation be imposed without crippling air transportation?</p> <p>I believe that many of these questions will be carried to the ICAO Assembly and will result in the Council directing the Air Navigation Commission to set up Working Groups It is my hope that IFALDA will offer to participate in some of those tasks.</p> <p>Brgds, Sandy</p> <p>Unquote.</p>
1420	<p>IFALDA update by Allan Rossmore.</p> <p>Issues in focus:</p> <ul style="list-style-type: none"> • Licensung/Certification, Training, Communication, Infrastructure/Technology, Operational-Collaborative Decision Making, Human Factors, Post Accident Analysis, Environmental/Green Issues. • ICAO: Continued work to upgrade Flt.Disp standards and Annex One and Six. • IATA/IOSA: All IATA Carriers to be IOSA certified. Continued work on Upgrading Standards for Audits and qualification of Auditors, including Flt.Dispatchers. • IOSA DSP: Operators shall only delegate responsibility related to Ops. Ctrl to qualified personnel as defined in Table 3.1 to include PIC and FOO/FOA who assist in the safe conduct of each flight. • IOSA Audits raise concern about qualified Audits due to language problems which effects the credibility of IOSA • US FAA is a continuing cooperation in upgrading standards. Asked us for help and supporting for China. Industry Wide FAA meeting on change in NOTAMs, upcoming expansion of the ASRS system to countries outside US. • JAA/EASA: IFALDA attending the JAA/EASA-FAA harmonization meetings. Interacting well and bringing up Flt.Disp to every regulatory we can. Reletion with FAA is good and getting better with JAA. EASA is still a work in process.

	<ul style="list-style-type: none"> • The Sympton: A number of incidents/accidents in Europe related to lack of support from Ops. Ctrl /Flt.Disp. Such as: <ol style="list-style-type: none"> 1. Maersk Air 737 UK-CPH encountered severe WX, outdated info DEST+ALT. Emergency landing BLL in 70kts winds. 2. Hapag-Looyd A310 Creta-Hanover: Landing gear failed to retract. Continue flight towards destination. Fuel Starvation. Emergency landing VIE. Landed short of RWY. A/C Destroyed. 3. Swiss SAAB2000 Basel-Hamburg: Severe weather emergency landing on abandoned RWY near Berlin. A/C destroyed. 4. BMI AB321: Severe WX. WX-radar turned off. Serious damage to A/C. Continued flight inspite of severe damage. 5. SAS AB330 CHI-ARN: No holding fuel. WX changed. Fuel starvation. Emergency declared and A/C diverted to HEL. Landed with less than minimum fuel remaining. 6. BA747 LAX-LHR: Engine #2 surged after T/O. Continued for 11hrs across Atlantic on 3 engines. Run short of fuel. Emergency Landing MAN. BA319 7. LHR-BUD: Night flight. Major electric failure on 5 of 6 screens on flight deck and radio failure. After restoring power flight continued to BUD. 8. Pulkovo Airline TU154 over Ukraine: Trying to avoid severe TS by climbing over the top and apparently exceeded aerodynamic limits. Entered flat spin crashing and killing all onboard. • Economic benefits of an Effective Flight Dispatch: <ol style="list-style-type: none"> 1. *Fuel Savings 2. *Fewer Delays 3. *Fewer Diversions 4. *Fewer Cancellations. <ul style="list-style-type: none"> • Additional Benefits: <ol style="list-style-type: none"> 1. Reduced operational errors, 2. Improves operational processes, 3. Best possible support to crew, helps achieve optimum crew performance, reduce pilot workload and fatigue, saves crew resources and can reduce hull loss/fatality rates • Elements of Flight Dispatch: <ol style="list-style-type: none"> 1. Centalized functions in one individual, 2. Training with Required Competencies, Certification, Communications, Infrastructure-IT Tools, Responsibility/Authority. • IFALDA new web page see www.ifalda.com • Next IFALDA meeting will be in MIA – USA 05-07 May 2008. with optional extra days before and after the meeting. Check IFALDA web for prices, program and further details.
1545	<ul style="list-style-type: none"> • Discussion, New Businesses and upcoming meetings: • The board will continue the work with IFALDA towards JAA/EASA/FAA trying to reach solutions that will solidify the positions as Flight Dispatchers in Europe and World wide.

	<ul style="list-style-type: none"> • Trond will continue the work creating contacts with Flt.Disp/Ops.Ctrl staff in Europe. • The final decision on next years AGM will be publishes during early summer 2008.
1615	• EUFALDA Annual Meeting Adjourned.
1930	• Closing Dinner at hotel.
30Sep	• Alternative activities or departure of delegates.

Trond E. Gebhardt-Larssen
Secretary EUFALDA

2. IFALDA AGM 2007 in Dubai

Im Mai vergangenen Jahres, fand in Dubai das AGM der IFALDA statt. Nachfolgend findet sich ein Bericht unserer angereisten Mitglieder, welche die Deutsche Flugdienstberater Vereinigung dort vertreten haben.

Die „Meeting Minutes“ finden sich leider immer noch nicht auf der Internetseite der IFALDA, sie werden Bestandteil einer der nächsten DFV Infos sein.

Report IFALDA Dispatch Summit Dubai

Das IFALDA Dispatch Summit fand diesmal in Dubai, UAE im Fairmont Hotel statt. Von der GALDA/ DFV waren anwesend Hans Wunder (Condor), Bernhard Luedtke (Emirates/ fachlicher Referent DFV) und Georg Broemmer (Emirates).

Begrueßung durch Dr. Alan Rossmore, president of IFALDA. Uebliche Resume des letzten Jahres seit Dispatch Summit in KL. Vortrag und Analyse von verschiedenen Unfaellen im Zusammenhang mit Dispatch. Dabei wurde wieder einmal auf das doch sehr verbesserungswuerdige Dispatch in Europa. Es ging dabei hauptsaechlich um Flight Watch und Shared responsibility wie es in den USA und Canada praktiziert wird, und dies in Europa der Fall ist. Hierbei wurde unter anderem der HLF Vorfall in Wien hervorgehoben.

Es folgten danach Vortraege vom Kassenwart Rick, Sandy (VP IFALDA West), Adrian (VP IFALDA East) und der einzelnen Organisationen (EUFALDA, etc.).

Am zweiten Tag folgten dann zahlreiche Fachvortraege.

Opening Remarks by: Dr. Allan Rossmore, President of IFALDA

Es ist eine neue Homepage online fuer die IFALDA. Zu finden ist diese unter www.ifalda.com . Die alte webpage ist allerdings immernoch online.

In diesem Zusammenhang stellte Dr. Rossmore auch ein neues Konzept bzw. neue Organisation fuer die IFALDA vor. Dabei soll unter anderem die Zusammenarbeit mit Airlines, Behoerden, Versicherungen, akademischen Einrichtungen und Pilotenvereinigungen vertieft werden.

GCAA Keynote Speaker, H. E. Mohammed Ghanim Al Ghaith, Director General of GCAA

Dynamic Cost Indexing. What is the True Value?

Mr. Robert Kernahan, Director of Product Development - Lufthansa Systems

Ein sehr interessanter Vortrag ueber dynamic cost index. Es wurde zuerst einmal nochmals erklart, mit welchem Cost index heutzutage die Airlines arbeiten. Dabei hat man unter anderem festgestellt, dass viele Faktoren nicht in den jetzigen Cost index mit einfließen. Kosten fuer z.B. Crews, die delays an sich, fuel, Technik etc. sind nicht inbegriffen. D.h., dass bei einer Erhoehung des CI ueber 300 -400 eher dazu tendiert, dass man mehr Kosten hat als spaeter die Einsparungen.

KLM ist momentan die Airline, welche sich intensiv mit Dynamic Cost Index befasst. Dabei setzen sie vor allem Ihre Ziele auf die delay costs, welche in den Dynamic Cost Index einlaufen sollen.

Momentan ist es allerdings kompliziert diese dynamic cost indexe in die jeweiligen Flight planning tools einzuspielen.

Andreas Cordes' Study on European Flight Dispatch, Mr. Matthias Durbeck- Treasure EUFALDA

Cost Control Through Flight Dispatch, Mr. Sander de Moor - Aviation Consultant, Airbus Industrie CIMPA

Dangerous Goods, Mr. Gerry Clifford, IFALDA Director of Training and Safety

Eithad Airways Flight Dispatch, Mr. Peter Raw and Mr. Kevin O'Brien, Etihad Airways, Etihad Airways Flight Dispatch

Ein interessanter Vortrag ueber Etihad Airways als „National Carrier of the UAE“ und deren OPS Control und Flight Dispatch.

Air Ontario Accident, Justice Virgil Moshansky, Canada

Senior Air Traffic Control Officer, GCAA, Mr. John van Hoogstraten,

Flight Dispatch Developments at ICAO., Mr. Adrian Sandziuk, IFALDA VP West,

Air Traffic Management in Europe., Mr. Aidan Fox, Vice President East, IFALDA

Boeing Commercial Aircraft Speaker, Mr. Kevin Roundhill.

3. EUFALDA bzw. IFALDA AGM 2008

Die Entscheidung, wo die diesjährige Jahreshauptversammlung der EUFALDA statt findet, wird im Laufe des frühen Sommers getroffen. Optionen sind noch einmal Antalya oder auch Stockholm.

Das diesjährige AGM der IFALDA wird vom 05. bis 07.05.08 in Miami abgehalten. Aktuelle Informationen zu den Meetings finden sich auch auf der Internetseite der EUFALDA (www.eufalda.org) und IFALDA (www.ifalda.org).

Sobald genauere Details bekannt sind, wird es zu den Meetings der EUFALDA und IFALDA noch einmal ein Rundschreiben (auch zur Reisekostenübernahme) vom DFV Vorstand geben.

Beide Meetings sind auch Thema bei unserer Jahreshauptversammlung.