Q. How long as a dispatcher with Continental?

A. Since 6/29/99; Initially started out with Continental Micronesia and transferred to Continental Airline 01/07/08. I have been licensed since 08/14/94

Q. What were your duty times?

A. 12:00PM ~ 20:00PM

Q. What are your duties and responsibilities?

A. Aircraft dispatch; Flight planning, flight following, review pertinent weather relative to respective flight operations, review flight, en-route, and airport NOTAMS.

Q. How many flights were you handling that afternoon?

A. I would have to guess about 35~40 flights.

Q. What are your duties and responsibilities?

A. Aircraft dispatch; Flight planning, flight following, review pertinent weather relative to respective flight operations, review flight, en-route, and airport NOTAMS.

Q. How many flights were you handling that afternoon?

A. I would have to guess about 35~40 flights.

Q. How would you characterize the workload?

A. Moderate.

Q. Where did the wind information used to generate the Accuload at 0056Z come from?

A. NWS; automated METARS product update.

Q. Are crosswind components relative to a selected runway calculated?

A. Yes.

Q. How are crosswind components calculated?

A. In Accuload: >LLRS CTY (i.e., DEN) winds are automatically calculated based on respective runway.

Q. Would crosswind components be part of the Accuload document?

A. Yes.

Q. In calculating crosswind components are gusts included or just the average wind speed and direction?

A. In LLWD CTY (i.e., DEN) wind direction speed and gust are entered automatically when the condition exist.

Q. Did you use any DEN ITWS data available at the ATC desk for this flight?

A. ITWS is only available at the ATC desk on the stand alone computers, and commonly not used by any dispatchers.

Q. Did you review any ITWS data for this flight?

A. ITWS is a stand-alone display that cannot be seen at the dispatch positions. It has TDWR and LLWAS input that we cannot see at the desk. Nor does the crew have any access to this display.

Q. Are forecast winds (TAF) used to calculate runway oriented winds?

A. TAF is used for planning to predetermine expected runway use; which will be superseded by METARS based on most current weather products recorded

Q. Are crosswind limits monitored prior to departure?

A. Any relative wind information should have been monitor by the Captain since he is the on-site evaluator. Thus Tower should give him the current weather conditions minutes prior to departure

Q. What were the crosswind limits for COA1404?

A. Maximum demonstrated crosswind limits is 33kts.

Q. How would an update of weather data get to the flight crew prior to departure?

A. By departure city ATC Tower.

Q. How would an update of the crosswind/headwind component get to the flight crew prior to departure?

A. By departure city ATC Tower.

Q. How often have you updated crosswind/headwind information and provided that information to flight crews prior to departure? How about on landing?

A. METARS and SPECI will update weather information, which is done automatically via computer and not commonly updated manually.

Q. How often have you updated crosswind/headwind information and provided that information to departing and arriving flight crews at DEN?

A. None; balance of the reasoning is same as previous.

Q.   Would ITWS data available at your position be of value to you?

A.   It is difficult to say from single dispatcher's perspectives regarding ITWS, since it has not been use in the past, now since the single incident possibly involving weather phenomenon's that could have contributed to the result of this accident to say that ITWS or system like it could have prevented this incident is not a statement I can whole heartedly agree with. However, I would have to say that from pre-planning stage for dispatch; any additional tool that can analyze the hazards of the weather involved can be helpful.