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NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Attachment 17 – Dispatcher Joint Responsibility and Authority
(3 Pages)



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 17 – Dispatcher Joint Responsibility and Authority

OPERATIONAL FACTORS

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DISPATCHER JOINT RESPONSIBILITY AND AUTHORITY¹

08.02.02 JOINT RESPONSIBILITY AND AUTHORITY

08.02.02.01 OVERVIEW

14 CFRs 121.119, 121.537, 121.553, 121.599, 121.603, OpSpec A010

For supplemental operations, the Captain and Director of Operations are jointly responsible for the conduct of the flight. The Director of Operations has delegated his authority for initiating, continuing, monitoring, diverting and terminating a flight to a Flight Control Dispatcher in accordance with the Flight Dispatcher/Shift Supervisor/Shift Manager authorities described in the FOM, Vol 2, Flight Planning and Release chapter, and the Flight Control RCPM.

As with scheduled operations, for a supplemental operation the Captain and Dispatcher will function as a team, jointly participating to the maximum extent possible in the planning and execution of a flight. The Captain is not relieved of his regulatory responsibilities outlined in the CFRs, but he will be provided all the Flight Control support afforded domestic and flag operations.

Before beginning a supplemental operation, the Captain shall obtain all available current reports or information on airport conditions, irregularities of services or navigation facilities and meteorological conditions that may affect the safety of the flight. Weather information may be obtained from any source approved by the FAA, as specified in OpSpec A010. The Flight Briefing Package (FBP) issued by a Dispatcher shall provide the required information.

When a Certificate Holder, Director of Operations, Flight Control Dispatcher or Captain conducting a supplemental operation learns of any condition, including airport or runway condition, that is a hazard to safe operation, the Certificate Holder, Director of Operations, Flight Control Dispatcher or Captain, as the case may be, shall restrict or suspend the operation until the condition is corrected.

08.02.02.02 JOINT RESPONSIBILITY AND AUTHORITY ENROUTE

After a flight has departed, joint responsibility and authority continues in the form of the flight release and any amendments thereto, until the flight arrives at destination.

During a flight the Captain shall obtain any additional information available concerning airport condition, irregularity of services or navigational facilities or meteorological condition that may affect the safety of the flight.

Should changing enroute conditions prevent the flight from being conducted in accordance with the flight release document the individual, Captain or Dispatcher, first learning of the changed condition must contact the other to institute the necessary Amendment to the Flight Release (ARTR) so they remain in agreement.

During a flight the Captain is in command of and responsible for, the safety of the aircraft, flight crew and any cargo or jumpseaters onboard. The Captain retains full control and authority in the operation of the aircraft, without limitations and over other crewmembers during their inflight duties, whether or not he holds valid certification authorizing him to perform the duties of those crewmembers.

Rev No: Original
Rev Date: 01/31/2013

¹ Source: UPS Flight Operations Manual (FOM), Volume 1.