NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 18, 2019

Attachment 13 – Miami Air Dispatch Manual [Excerpts]

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA19MA143

Dispatch Manual [DSP]

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Publication No. MAISYS-00000-00183-01 Revision No. 004

DSP Chapter 6
General - Flight Following Procedures

1   [121.537]

Once a flight has been released the Dispatcher is responsible for monitoring the progress of that flight, notifying the PIC of any information necessary to maintain the safe operation of that flight, and canceling or re-dispatching that flight if, in the opinion of the Dispatcher or PIC, the flight cannot operate or continue to operate safely as planned or released. Also, the Dispatcher must ensure that all Federal and Company rules and regulations are complied with during the entire flight operation.

Flight Following procedures are in place to enhance the safety of all Miami Air Flight Operations. These procedures are clearly defined in the Miami Air Dispatch Manual, Flight Operations Manual (FOM), and FAR Part 121.

[END OF DATA MODULE]

WSI Aircraft Situation Display (ASD)

1 Overview

WSI is a PC based graphical aircraft situation display (ASD). Flight Explorer receives real-time data from the FAA's Traffic Management System (TMS).

WSI displays current air traffic over the United States (including Alaska and Hawaii), Canada, Europe, parts of Mexico, the Atlantic and Pacific Oceans.

Fig 1: Dispatch Manual

2 Description

WSI uses flight position and geographical data to generate a set of graphical overlays. By using various selection tools you establish the content of the overlays. You also establish which overlays will be displayed, the geographical region and scale. All of these settings together are called a "User Defined View."

3 Features

WSI creates a graphical depiction of dynamic and static data to provide an aircraft situation display. Dynamic data includes aircraft position data, aircraft list data, aircraft history data, and projected course data. Dynamic data is constantly updated. Individual aircraft position data is updated by the FAA at least every five minutes with many updating every minute. Eventually the FAA plans to provide 1-2 minute updates for all aircraft. Static data includes political boundaries, FAA Air Traffic Control facility boundaries, sectors, airways, fixes, NAVAIDs, airports, radar sites, and Special Use Airspace (SUA) boundaries. Static data is updated concurrently with the FAA 56-day update cycle.