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Short comment

It is important as we move towards busier skies, leading to more aircraft being in the air at any given time. We must invest into a fit for purpose regulations and licensing for Flight Dispatchers in Australia. To date according to the ATSB. There are at least, over a period of almost 25 years, 26 reports ranging from Flight Planning and Performance errors, Weight and Balance errors, Weather errors, Flight Preparation and Navigation errors, and fuel errors, and those are the ones that are on file. I have no doubt there have been cases where the ATSB should have been notified but were not for fears of scrutiny and/or further investigation into the operators practices. However, with no licensing, legislative apparatus, or investigative oversight from the regulator on Flight Dispatch, this sort of behavior goes unchecked placing lives at risk everyday.

ICAO have recognized the need for Licensed and Trained Flight Dispatchers, and are moving towards having better training, legislative and licensing requirements under Doc 10106. The FAA have had licensed dispatcher going as far back as 1927. Regulators such as the JCAB, Transport Canada, GCAA, GCAQ, CAAC, ANAC, EASA, CAA-SA, DGAC, CAAS and many more have recognized the importance of licensed and trained dispatchers. So why cant Australia do the same.