



Airline Dispatchers Federation

Fall 2023

Representing the professional interests of the Aircraft Dispatcher

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Happy Fall Y'all!

By Dale Gentry

I hope you get a break to read through this edition with the latest articles of interest to Dispatch. Be sure to check out the VOR quiz at the end. If you have something to share or an idea for something you'd like to see, let us know at: editor@dispatcher.org

2023 ADF Summit Held in Washington D.C.

The 2023 ADF Summit was held October 9 - 11 in Washington, DC, at the Hyatt Regency Dulles (IAD) with another outstanding agenda full of informative presentations for all who attended.

The Summit kicked off with the Fall Business Meeting where Jared Micou - Delta was elected to be the new ADF President starting January 1st. Mike Timpe - Horizon Air will continue in his role as Treasurer. We thank Catherine Jackson for her dedication and years of service to the ADF. This year's keynote speaker was Vaughn Yates from the FAA's National Airspace System Life Cycle Planning Division. There were also presentations by representatives Chad Wakefield and Lynette Gebhardt from the Air Traffic Control System Command Center (ATCSCC), AirSpace Intelligence showcasing their new flight following tool, NASA official Andrew Lacher about Potential Strategies for Near-Term Integration of New Entrants, Alex Card regarding Human Trafficking, along with numerous others involving updates to jumpseating and ADF Membership, and Russ Williams with the International Federation of Airline Dispatchers Association (IFALDA).



Catherine Jackson and Jared Micou

3 Scholarships Awarded for Dispatch at Summit

Three Dispatch Schools awarded scholarships at the ADF Summit.

- David Johnson - Jeppesen
- Ruth Calix North American Flight Control
- Napoleon Lucas Medina - Technical Aviation Services

Congratulations to these three recipients! We wish you the best in your Dispatch career.



David

Johnson and Ruth Calix (Napoleon Lucas Medina not pictured)

November 1 is Airline Dispatch Day

Thanks to the efforts of Gregg Dubin (UAL) The city of Chicago has proclaimed November 1st as Airline Dispatch Day. Efforts are now underway to get the States of Illinois and Texas to recognize Airline Dispatch Day at the state level. It doesn't stop here though! Each of you can write your mayors and/or state officials to get recognition on a local and state level, or maybe even on a federal level.

Additional Pictures from the 2023 ADF Summit



Leadership Panel: Joe Heins (UAL), Ben Shermer (DAL), Gene Kim (SWA), Moderator Taylor Cornwall



Training Panel: Ray Ellis (DAL), Tom Gressick (SWA), Scott Kulka (UAL), Moderator Valorie Cook



ADF Executive Board and Delegates

Michael Whitaker Nominated to Lead FAA

From AINonline.com

President Joe Biden's latest choice to lead the Federal Aviation Administration is Michael Whitaker. He is a former senior FAA official having served as deputy FAA administrator from 2013 to 2016.

He is being nominated to an FAA post that has remained open on a permanent basis since Steve Dickson left halfway through his five-year term in March 2022. Billy Nolen then slid into the position on an acting basis, but he left the agency in June.

The White House previously had nominated Phil Washington to the role, but he withdrew from consideration after facing substantial Republican opposition, particularly over his lack of aviation experience.

He is currently the COO of Supernal, a Hyundai Motor company that is designing an electric advanced air mobility aircraft.

Whitaker also has a long background in airline operations, spending 15 years in leadership roles at United Airlines and three decades of legal-oriented positions at Trans World Airlines.

Whitaker has already drawn wide support from across the aviation industry including NBAA, Helicopter Association International, General Aviation Manufacturers Association and the Air Line Pilots Association.

Whitaker has not yet been confirmed by the Senate.

Congress Passed a Temporary Extension for FAA Reauthorization

From AINonline.com

The aviation community breathed a sigh of relief after Congress pushed through temporary reprieves on both FAA reauthorization and government funding before October 1, but industry and lawmakers alike called for continued urgency on passing longer-term bills.

Congress passed a 47-day stopgap funding bill, averting a government shutdown. That bill also included a three-month extension of the FAA's operating authority, providing until the end of the year to hammer out final details of a five-year reauthorization package.

Senate Commerce Committee chair Maria Cantwell (D-Wa) called the reauthorization extension "the right thing to do" and said, "This will ensure continuity at the FAA and avoid pointless disruptions for the traveling public." However, she expressed the importance of giving long-term authority.

House counterpart, Transportation and Infrastructure Committee chair Sam Graves (R-Mo), agreed, but added: "Make no mistake, enacting a long-term bill as soon as possible is a top priority, as a series of short-term extensions will be detrimental to the FAA, airport infrastructure improvements, and the aviation industry."

The House has passed its version of a five-year reauthorization bill, but the Senate version has been hung up over a few issues, notably the 1,500-hour requirement for airline pilots. At the same time, Washington leaders also called the continuity in funding critical to maintaining a safe and efficient national airspace system.

American Airlines, Southwest weigh in on JSX's less restrictive charter jet model

From The Dallas Morning News

American Airlines and Southwest Airlines are taking aim at charter jet services, such as JSX, over pilot requirements and security concerns.

Legacy airlines and some pilot unions are objecting to attempts to expand the niche space in which JSX operates –Part 135 charter jet service. Part 135 operators are allowed to forgo Transportation Security Administration lines and other regulations placed on traditional airlines, but can only sell a maximum of 30 seats on their planes.

In August, the FAA sought input on new updates to safety regulations for charter jet companies, which operate without as many rules as larger commercial carriers.

American is the latest to weigh in on the regulations. Its Vice President and head of Regulatory and International Affairs, Molly Wilkinson, said the carrier thinks FAA regulations should “not be gamed” and aviation security is being undermined without a TSA checkpoint. “The misuse of the exception for public charter operators under existing FAA regulations ... distorts competition and degrades our nation’s aviation system,” Wilkinson wrote.

The conversation amplified when regional airline operator SkyWest, which works with airlines such as American and United, asked federal authorities to operate its own Part 135 charter service.

Southwest wrote to the FAA to urge a review of the practices by “certain scheduled passenger airlines. This so-called ‘public charter loophole’ should be closed swiftly, and the safety of flying public and flight crew members should be the FAA’s only consideration,” said Andrew Watterson, Chief Operating Officer at Southwest. “We urge the FAA to take all steps necessary ... and return to the one level of safety principle for all passenger airlines operating a published schedule and using aircraft with 10 or more seats.” (*Editor’s note: Watterson also specifically calls out the added level of safety provided by Certificated Aircraft Dispatchers in his comments.*)

JSX chief executive officer Alex Wilcox pointed to the disproportionate operation sizes between major carriers and his private charter jet service that operates from Love Field (KDAL) in Dallas. “We find ourselves attacked by two of the biggest airlines on planet Earth,” he said. In an Oct. 4 email to customers, Wilcox accused American and Southwest of pushing “misinformation and unsubstantiated safety claims in a brazen attempt to regulate JSX out of business. In fact, JSX has a flawless safety record and far exceeds applicable safety, security, and regulatory standards.” Wilcox said JSX has a “blemish-free” security history.

Pilots at large U.S. air carriers are required to undergo certification that includes accumulating 1,500 flight hours. JSX and other Part 135 carriers such as Contour Airlines only require first officers to have 250 hours of flight experience and captains to have 1,200 hours, according to SimpleFlying.

Wilcox said JSX has self-imposed duty time limits for how it schedules pilots. “There’s really no difference in terms of the pilot and in terms of training standards,” he said.

Staffing Shortage at Air-Traffic Control Means More Cuts of New York Flights

From the Wall Street Journal

A staffing shortage at a key New York air traffic control facility will continue to disrupt travel through next fall, and airlines will be allowed to cut back on flying in the region for another year.

Airlines were allowed to reduce schedules in the New York area all summer after the Federal Aviation Administration said that a facility there had only 54% of the fully-trained controllers it needed. On Friday, the FAA said the facility still doesn't have enough certified controllers to handle normal traffic levels.

Without extending the flying cuts, the FAA said it would expect delays and cancellations in New York to increase. Normally, carriers that don't use their takeoff and landing rights at certain airports risk losing them. The FAA encouraged airlines to trim flying during the busiest, most congested times of the day.

Despite the reduced flying, the New York area has been prone to significant flight disruptions, particularly when bad weather hits. United Airlines Chief Executive Scott Kirby said the FAA's controller shortage is amplifying weather disruptions in the New York area.

The FAA said it is working with the union that represents air traffic controllers on a long-term solution to solve what it described as chronically low levels of fully certified controllers at the facility.

It Was a Good Summer for U.S. Airlines. This Fall Might Be Another Story

From The Washington Post

The U.S. airline industry is coming off one of its best summers, marked by record passenger counts and the absence of mass cancellations that had marred other travel periods. That celebration could be short-lived, as carriers report grappling with rising fuel prices, higher labor costs and signs of a slowdown in domestic demand.

Delta Air Lines was the latest to report that quarterly revenue might fall short of earlier expectations, citing higher fuel and maintenance costs. It follows recent warnings from American Airlines, Alaska Airlines, United Airlines and Southwest Airlines, which have telegraphed similar cost pressures that could hurt their bottom lines.

The regulatory disclosures are a rare cloud for carriers after a rapid recovery in the past three years. That period of growth backed by pent-up travel demand could be ebbing as some airlines see a softening of demand for U.S. destinations. Now, airlines are offering more promotions to fill empty seats ahead of the Thanksgiving travel period.

Carriers are also being hit with rising fuel costs, their largest expense after labor. United Airlines said recently its fuel costs had climbed more than 20 percent since mid-July.

The cooling demand is coming on the heels of a summer season that saw record numbers of travelers. The Transportation Security Administration said this past summer was its busiest on record.

(Read the full article on [WashingtonPost.com](https://www.washingtonpost.com))

A Seat To Jump For

By Sam Weigel From Flying Magazine

Jumpseat privileges are typically available mere days after receiving your employee badge, yet some employers do a minimal job of instructing new hire pilots in their use. Jumpseating is an area where it's very possible to step on toes and even get yourself in trouble if you run afoul of the rules and etiquette, so it's worth becoming familiar with the process early on.

A jumpseat is an extra seat in the cockpit (or sometimes two, on certain aircraft, that is intended for use by check airmen conducting line checks, FAA observers, or relief pilots in an augmented crew. When jumpseats are empty, which is often, airlines in the U.S. and Canada make them available for use by off-duty pilots and dispatchers—both their own employees and those who fly for other airlines, for both commuting and for personal travel. This is important because normal non-revenue travel requires that a passenger seat be empty. In the post-COVID travel boom, it's not at all unusual for flights to be 100 percent full, and then the jumpseat is the best seat on the plane—never mind that it's often cramped and poorly padded. Without the use of the jumpseat, commuting would be far more difficult.

Jumpseating, as a verb, refers to more than occupying an available jumpseat. It encompasses the use of jumpseat privileges. This can be on your own airline or on another carrier with which your employer has a reciprocal jumpseat agreement. It can refer to use of the cockpit jumpseat, a cabin jumpseat, or “flowing back” to an available passenger seat. In every case, the use of jumpseat privileges is considered a professional courtesy extended by the flight's captain at his or her discretion.

This makes it distinct from non-rewing, and is where a lot of the unwritten etiquette (and potential for ruffled feathers) comes into play. Additionally, when jumpseating you are considered an additional crew member, which is another area with potential pitfalls.

The first of these is dress. Here, airline policies vary somewhat. You will never go wrong jumpseating in uniform. Most airlines accept business wear. Many (but not all) accept business-casual and 95 percent of the time, you'll be okay in slacks, a polo or button-down shirt, and reasonably dressy shoes. Wear sneakers and you're straddling the line and might get called out. Do not be the schmuck who shows up in jeans and a T-shirt because the flight “unexpectedly filled up.” Also keep in mind that you are subject to the very same rules regarding alcohol as if you were working the flight. At some airlines, it is 12 hours from bottle to throttle—or bottle to jumpseat.

Procedures for “listing” for the jumpseat also vary. Some airlines allow you to simply show up at the gate and present your credentials to the gate agent, and they will list you on the spot. Others require you to list yourself online or by phone. You need to do your research beforehand, particularly when jumpseating on any carrier for the first time. The Air Line Pilots Association (ALPA) App, available for both iOS and Android, is an excellent resource for jumpseat policies and procedures. It can be used by any airline pilot, not just ALPA members.

Whether listed or not, identify yourself to the gate agent as a flight deck jumpseater. They will verify your employment credentials (I'm being intentionally vague here; the process is anyways fairly opaque to the pilot). Once checked in, wait nearby until the end of boarding unless the gate agent invites you to board earlier. If the pilots arrive at the gate after

you, this is an excellent time to introduce yourself to the crew and ask the captain for a ride, so long as they're not late and harried.

When there are multiple jumpseaters, each airline has a priority list to determine who gets the seat or seats. Check airmen and FAA observers get first whack at the flight deck jumpseat. After that comes on-line jumpseaters; these might be sorted by seniority, time of listing, or time of check-in. Next often comes pilots who work for associated carriers (regional pilots on their mainline partner or vice-versa). And finally, unassociated off-line jumpseaters, usually in order of check-in time.

Once all revenue and non-revenue standby passengers have been cleared, the gate agent will go down the list of jumpseaters. They will normally first fill any unused passenger seats ("flow-back"), then the flight deck jumpseat(s), and finally any extra cabin jumpseats (for on-line pilots only). In the case of both on-line and off-line jumpseaters, the gate agent may ask the on-line pilot if they're willing to take a cabin jumpseat to get the others on. It's good karma to accept—or better yet, volunteer. The entire system of jumpseating is essentially built on "we're all in this together."

No matter which seat you are assigned, so long as you are traveling on jumpseat authority (and haven't switched over to a non-rev listing), you are still a jumpseater. This means that as you reach the aircraft door, introduce yourself to the lead flight attendant and ask to speak to the pilots. Entering the cockpit, wait for the crew to finish any checklists or briefings, then introduce yourself and ask the captain if you can catch a ride. Have your company ID, boarding pass/jumpseat form, and FAA certificate. If you have been assigned the

flight deck jumpseat and haven't jumpseated on that model of aircraft before, tell the captain this so they can brief you on how to deploy and stow the jumpseat, use of the audio panel and oxygen mask, and emergency egress procedures.

While jumpseating, you are considered part of the crew. In the flight deck, observe sterile cockpit below 10,000 feet and keep your phone off and stowed the entire time. Though not required, it's good form to don a headset and monitor ATC as you observe the crew and scan for traffic. I've saved several crews from potential pilot deviations while jumpseating, and I've had several sharp jumpseaters save me from embarrassing mistakes. Falling asleep on the jumpseat is a bit of a faux pas, though it's understandable when it happens to tired pilots who have just finished a trip.

If on a flight attendant jumpseat, you are an oddity to the passengers and are a prime candidate for a live stream. Don't nap or read in passenger view, and keep the phone stowed. If you were lucky and snagged that last empty first class seat while wearing civvies, keep in mind that booze is off-limits even to jumpseaters in passenger seats.

Lastly, I will note that use of the flight deck jumpseat internationally is usually restricted to on-line pilots (except at some cargo carriers)—but off-line pilots can still jumpseat overseas if there are passenger seats open. You will have to check in at the ticket counter, outside of security, and you may need to get a supervisor involved as many overseas ticket agents are unfamiliar with jumpseat procedures.

Editor's Note: Special thanks to Phil Brooks (ADF Jumpseat Coordinator) for bringing this article to my attention.

Why Flight Delays and Cancellations Could Become the New Normal, According to 2 Former FAA Administrators

By Steve Dickson and Randy Babbitt From Fortune.com

The U.S. air travel network, despite its complexity, is the safest in the world. Scheduled commercial passenger airlines haven't experienced a major fatal crash since 2009, and, over the past 25 years, government and industry have worked together to reduce fatality risk for commercial aviation by more than 95%. During this time, constant partnership and data-sharing through voluntary safety programs provided the impetus for tremendous improvements in aviation safety.

The hard-won success of collaboration between the Federal Aviation Administration (FAA) and private entities like commercial airlines goes well beyond safety. In 2022, the industry raised congestion concerns in Florida's airspace just as the aviation system was reaching for recovery from COVID-related disruptions. The resulting dialogue between the industry and the FAA led to the establishment of a working group to address these concerns, ultimately improving operational performance and yielding fewer delays and cancellations. Similar efforts are underway in Las Vegas and Denver.

This essential collaboration has also been evident for years in the ongoing engagement between FAA and industry throughout the implementation of NextGen technologies. This year, a spate of runway incursions led to the creation of the FAA Safety Summit, which brought together

industry, labor, and government, resulting in the launch of new safety programs, including the Stand Up for Safety air traffic controller training.

The bottom line is that these successes cannot be taken for granted. Achieving results requires building trust and a shared commitment to improvement from government and industry. Yet recently, the DOT has upset the balance of this collaboration by taking an outsized role. Instead of using enforcement as a tool of last resort when collaboration does not work, the DOT is creating an unnecessarily antagonistic working relationship that consumes precious resources and hurts consumers.

While making headlines, DOT actions by no means guarantee material, long-term improvements to passengers' experiences. Carriers hold themselves to a higher standard than the government ever could. Some recent DOT actions could have the opposite effect of diverting resources away from a company's ability to innovate and invest in enhancing operations and the overall customer experience.

Take the significant Southwest Airlines disruption that left millions of customers stranded last December. Taking responsibility for its actions, Southwest took matters into its own hands by going beyond regulatory requirements to take care of its customers. What ultimately quieted the storm were the actions the carrier took to reset its operations and its willingness to do right by its customers and collaborate openly and transparently with the DOT as normal operations resumed. This work is not done by any means, and, like safety, it's a continuous improvement journey.

As airlines prioritize their customers day in and out, it's crucial they have a strong partner within the federal government. This means using

precedent as a guide and getting the federal government back to working with industry to its full collaborative potential, which we have historically seen undergird consumer protection. We are hopeful Mike Whitaker, who is anticipated to be nominated by President Joe Biden to lead the FAA, will serve as a catalyst for collaboration as we move forward.

The DOT should also be introspective. As demonstrated by the FAA's NOTAM system outage in January, years of funding shortfalls mean the FAA's capital budget must be supported for system modernization. Another example is the need to expedite the FAA's plan to reallocate the airspace sector around Newark to Philadelphia Approach Control, which will greatly improve operations at many airports up and down the East Coast-and even across the country.

Any outage on the federal government's part has a much larger impact on consumers than the failure of any one airline, though the ultimate win will come when DOT, FAA, and commercial airlines recalibrate their focus toward the very purpose of air travel: for passengers to arrive safely at their destination, on-time, with their baggage.

With the sheer number of uncontrollable factors-be it Nor'easters or Canadian wildfires-increasingly constraining U.S. air travel as demand continues to grow, navigating the skies is only becoming more complex. We're seeing how weather has cascading effects that disrupt flights thousands of miles away.

Additionally, critical federal aviation employees-such as air traffic control personnel and meteorologists-are in high demand, and staffing issues are exacerbating delays and cancellations.

The unfortunate reality is that air travel is only going to get more challenging due to these constraints. If we don't work together to act now, it will only get out of hand: Delays, cancellations, and lost baggage will become the status quo. It's time to reverse course and re-invigorate the FAA's role as a collaborative partner while empowering airlines to go above and beyond for their customers. Today, that collaboration is more important than ever.

Senator Braun Leads Bill to Maximize Air Traffic Controller Hiring

From WTCA [am1050.com](https://www.wtca.com/am1050.com)

Senator Mike Braun (R-IN) introduced the bipartisan Air Traffic Controllers Hiring Act of 2023, aimed to require the FAA to conduct maximum hiring of air traffic controllers (ATC) at the FAA Academy. The maximum hiring is equivalent to approximately 1,800 individuals per year. Additionally, the bill text clarifies that max hiring is subject to the availability of appropriations and does not authorize specific funding levels.

Senator Braun states that "Air traffic controllers work around the clock to ensure that America's aircrafts are taking off and landing safely and on time. At a time when air traffic controller workforce is below national standards, Congress needs to do its part to help alleviate employment shortages and make sure United States aviation operations are living up to America's gold standard for air travel."

Senator Braun is joined in the introduction of the bill by Senators Marshall (R-KS), Luján (D-NM), Shaheen (D-NH), Klobuchar (D-MN), and Boozman (R-AR).

VETERANS DAY

IF YOU ARE A VETERAN AND WOULD LIKE TO BE RECOGNIZED ON OUR WEBSITE AND SOCIAL MEDIA PLATFORMS ON NOV. 11TH VETERANS DAY, PLEASE SEND THE FOLLOWING BY NOV. 4TH

- *FIRST & LAST NAME
- *BRANCH OF SERVICE
- *YEARS SERVED (EX. 1990-1999)
- *UNIFORMED PORTRAIT PHOTO

EMAIL TO VETERANS@DISPATCHER.ORG

THANK YOU FOR YOUR SERVICE

What Worries Delta's Lead Meteorologist? Snow in Atlanta, Yes, but Also Volcanic Ash

From the New York Times

From thunderstorms and limited visibility to scorching temperatures and turbulence, the weather dictates when and where planes can fly. Severe weather is the leading cause of air travel disruptions in the United States.

Aviation meteorologists plan for and around difficult conditions, crafting weather forecasts used to determine the nuances of flights, from altitude to optimal routes. They play an essential role in ensuring travelers get to their destinations safely and efficiently.

Several major domestic carriers, including Delta Air Lines, have in-house meteorologists who monitor global weather 24 hours a day. Delta has 28 meteorologists on staff – the largest team of any airline, it declares – who sit in the carrier's Operations

and Customer Center, alongside flight dispatchers, customer service agents and hundreds of other staffers, at its headquarters in Atlanta.

Delta's meteorology team provides weather briefings covering Delta's global operations four times a day. As the sole weather provider for Delta, they write their own forecasts for the 10 main Delta hubs in the U.S. relying on government and university models and proprietary in-house tools.

They analyze surface weather and upper air. Surface conditions are visibility, precipitation, and clouds. On the upper-air side, they are mostly watching for turbulence, the primary threat. They're also looking for volcanic ash (a rock mixture debris released when a volcano erupts), thunderstorms tropical storms, and occasionally ozone issues.

The goal is to give enough lead time so dispatchers and other decision makers can make proactive operational decisions rather than waiting for something to happen.

News Brief

TSA screened 2,785,829 passengers and crew on October 15 which is 11.4% higher than the 2,501,080 travelers the same day a year ago; and 6.9% higher than the 2,606,266 screened on the same day in 2019, prior to the pandemic.

Airlines Will Have Over 600 Daily US-Europe Passenger Flights for The 1st Time Next Year. This comes 8 years after the 500 mark was passed, slowed by the pandemic. Next summer, airlines will break this record 10 days in June, July, and August. On June 29th and August 3rd, airlines will have 601 US to Europe flights scheduled. (SimpleFlying.com)

European Airlines, Airports Staff Up for Busy Winter Travel Season. Airlines and airports in Europe are hiring thousands of workers to cope with what looks set to be a robust winter travel season. Global passenger traffic has been strong all year and is expected to almost reach 2019 levels by the end of December according to IATA. (WSJ)

Delta, Southwest Search for Jet Engine Parts Sold With Forged Safety Records. The biggest airlines are searching for thousands of parts with fake safety certificates that were installed on aircraft in an unusual incident that highlights the complexity and risks in the aerospace global supply chain. The questionable parts have been found on 126 engines so far at a growing number of airlines. At the center of the scandal is a little-known broker of airplane parts called AOG Technics which is accused of using large-scale falsification of documentation to sell engine parts to airlines. (WSJ)

Extreme Weather Is Forcing Redesign of World's Busiest Airports. Airports around the world are relocating sensitive electrical equipment to rooftops to protect it from flooding, reinforcing runways to handle extreme temperature swings and revving up air conditioning as climate change complicates operations. This includes redevelopment of John F. Kennedy International Airport (JFK) includes preparing for storm surges and coastal floodings. In Alaska, melting permafrost is forcing fortification of runways, while in Europe, contractors are studying building materials that allow runways to handle bigger temperature swings or redesigning buildings for sweltering summers. (Bloomberg)

US carriers accelerate to bigger planes to overcome operating constraints. United has placed an order for 110 aircraft citing the shortage of air traffic controllers, congested airspace, and limitations on runways and airport gates that have forced many carriers to cut the number of flights they offer. This is to replace existing aircraft with bigger planes with more seats, a strategy that rival airlines have embarked on as well. (Reuters)

Imagine Denver International Airport (KDEN) in 2045: four new concourses, 100 more gates and way more passengers. Constant construction at the airport is a reminder that traffic is growing exponentially. The airport is on track to reach 100 million passengers in 2027. Airport leadership is already preparing for 120 million passengers though. (Denverite)

Fort Lauderdale-Hollywood International Airport begins construction of new 5th terminal. The new terminal will have two levels with five gates for domestic travel. It is expected to be complete in three years. (WPTV)

Job Postings

ADF does not endorse, recommend, or otherwise support any particular employer. All postings are current only at the time the ADF newsletter is initially made public.

Dispatcher - Frontier Airlines

Location: Denver, CO

Apply at:

<https://www.flyfrontier.com/careers/>

Airline Dispatcher/Flight Follower - IAero Airways

Location: Greensboro, NC

Apply at: <https://iaeroairways.com/careers/>

Airline Flight Dispatcher - AmeriFlight

Location: Burbank, CA

Apply at: <https://w3.ameriflight.com/amf-careers/>

Flight Dispatcher - Thrive Aviation

Location: Henderson, NV

Apply at: <https://flythrive.com/careers/>

Flight Operations Dispatcher - Gulfstream Aerospace

Location: Savannah, GA

Apply at: <https://careers.gulfstream.com/>

Dispatcher - Global Crossing Airlines

Location: Miami, FL

Apply at:

<https://www.globalairlinesgroup.com/careers.html>

Flight Operations Dispatcher - Lockheed Martin

Location: Patuxent River, MD

Apply at:

<https://www.lockheedmartin.com/en-us/careers/index.html>

October VOR Quiz



This navaid is located at a busy General Aviation airport (billed as the second busiest airport in its state) in a large U.S metropolitan area.

The navaid, airport, town and county all share the same name, which is also a man's name.

It's located between two VORs, and near a Prohibited Area.

Email your answer to:

VOR@dispatcher.org

Do you enjoy the VOR Quiz in the newsletter? Check the ADF Website (www.dispatcher.org) for the Monthly VOR Quiz.

ADF Business

The ADF Newsletter is published quarterly. The next newsletter will be published on January 15th, 2024. We are looking for articles, ideas, and photos from all readers and members. I also accept and republish (with permission) articles that you come across online. We would like the Newsletter to reflect the activities of the ADF and serve as an educational tool for members. Email: editor@dispatcher.org

The deadline for articles and information for the Winter Newsletter is January 10th. Articles should be submitted as unformatted Word documents. (Fonts, etc. will be changed as part of the editing process.) All contributions should be your own, or properly attributed. If including photos from other sources, be sure that you have permission to use the material and list your sources.

About ADF

The Airline Dispatchers

Federation represents the professional interests of the dispatch profession. ADF's constituency is comprised of licensed aircraft dispatchers and operational control professionals from aerospace companies, regional and cargo carriers, and every major U.S. airline. ADF's membership as of January 2022 stood at 1,721 members. The vast majority of airline passengers traveling each day in the United States, do so under the watchful eye of ADF members.

The ADF is an all-volunteer organization (all working dispatchers) and in accordance with our bylaws is an advocacy organization for working dispatchers and not a labor organization.

Check out ADF on Social Media:

