



# Airline Dispatchers Federation

Summer 2023

Representing the professional interests of the Aircraft Dispatcher

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## Summer Is Here!

By Dale Gentry

Summer travel season is in full swing. Dispatchers are as busy as ever this time of year with thunderstorms causing reroutes, holding, and diversions. I hope you get a break to read through this edition and check out the VOR quiz. If you have something to share or an idea for something you'd like to see, let us know at: [editor@dispatcher.org](mailto:editor@dispatcher.org)

## 2023 ADF Summit in Washington D.C.



Registration is now open! Registration is just \$20 for ADF Members, until October 1<sup>st</sup>. Stay tuned for the agenda!

The 2023 ADF Summit will be October 9 - 11 in Washington, DC, at the Hyatt Regency Dulles (IAD.) ADF has secured a group rate for rooms at \$159.

Check the ADF website ([www.dispatcher.org](http://www.dispatcher.org)) or ADF social media posts for the most up-to-date information.

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## Scholarships Available for Dispatch

Are you looking for a dispatcher scholarship?

The following schools are offering scholarships:

- Jeppesen
- North American Flight Control
- Technical Aviation Services

ADF Members may now apply for these scholarships

See our website for more info!

You must log in to see all the details

<https://dispatcher.org/newsletters/2023-scholarships>

## ADF Will Be Attending Airventure 2023

On Monday, July 24 from 1300 to 1415 representatives from ADF will be hosting a Dispatch 101 presentation at the Oshkosh Airventure Forum Stage 4 Global Aerospace.

If you are interested in learning about Dispatch, or want to learn about ADF and what we do, come to our presentation.

We will be there to answer your questions, and will also have some swag!

We will be there all week, so let's plan some meetups, and have some fun at #osh2023

## Secondary Cockpit Barrier Now Required on New Commercial Aircraft

From Flying Magazine

The FAA is now requiring all new commercial aircraft to have a secondary barrier on the flight deck in order to ensure the safety of aircraft, flight crew, and passengers.

The first lockable flight deck doors were installed in response to the highjackings of September 11, 2001. The additional barrier will protect flight decks from intrusion when the flight deck door is open.

The Biden administration made this requirement a priority in 2021. In 2022, the FAA proposed the rule after seeking recommendations from aircraft manufacturers and labor partners (including the ADF).

Under the rule, aircraft manufacturers are required to have installed physical secondary barriers (IPSB) on all commercial aircraft produced after the rule takes effect. The IPSB will be closed and locked whenever the flight deck door is opened while the airplane is in flight.

The Notice of Proposed Rulemaking notes “when the flight deck doors must be opened for lavatory breaks, meal service, or crew changes, the flight deck could be vulnerable to attack. The requirement to use IPSBs is to slow such an attack long enough so that an open flight deck door can be closed and locked before an attacker could reach the flight deck.

This final regulation affects operators conducting passenger-carrying operations under Title 14 of the Code of Federal Regulations part 121 with transport category airplanes operating in the United States.

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## Behind the Curtain: How Aircraft Dispatchers Have Your Back

By MayCay Beeler

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With ongoing unsettled weather this week, multiple flight delays and cancellations are the norm.

While passengers closely monitor their airline apps, Flight Aware's Misery Map and information boards inside the terminal to keep an eye on flight status, behind the scenes there are crucial specialists orchestrating their flights.

Airline flight dispatchers are the choreographers in the background, working hand in hand with airline captains to ensure flyers arrive at their destinations safely. Large airlines employ up to 500 of these critical and highly trained specialists.

Working from the airline's operations center, these FAA-certified professionals are responsible for the safe handling and operations of numerous flights every day.

And weather plays a major role. So this is an exceptionally busy week.

While their job demands that they remain cool under pressure, aircraft dispatchers must possess exceptional planning and multi-tasking skills.

They are responsible for all things pertaining to flight planning. This includes weather, turbulence, aircraft performance, mechanical limitations, fuel planning,

air traffic control considerations, load, and route planning, enroute and destination alternatives, contingency planning and more.

It's a lot of planning summarized into a report or release. Both the dispatcher and Captain must agree that this plan is the safest and most efficient way to operate a flight before it ever leaves the gate.

The dispatcher files a flight plan with the FAA. The release is presented to the Captain for his or her review, sign-off and approval.

## Longtime Transportation Official Picked as Acting Head of FAA

From Associated Press

In June, Polly Trottenberg replaced Billy Nolen as acting head of the FAA. This comes as the agency is dealing with challenges related to passenger safety, airline operations, new aircraft certifications, and its own technology and workforce.

The FAA has been without a Senate-confirmed permanent leader since March 2022. An earlier choice for permanent head of the FAA withdrew from consideration after political opposition earlier this year.

Trottenberg held a high-ranking job in the DOT during the Obama administration and most recently has been a deputy to Transportation Secretary Pete Buttigieg. She headed the New York City Transportation Department from 2014 to 2020 and worked as a U.S. Senate aide and at the Port Authority of New York and New Jersey.

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## **Biden Signs Legislation to Create NOTAM System Modernization Task Force**

Compiled from FedScoop.com and Flying Magazine

The NOTAM Improvement Act was signed by President Joe Biden in early June. It establishes a task force to make recommendations on improving Notices to Air Missions (NOTAMs).

The FAA task force will be required to: review existing methods for publishing NOTAMs; review regulations, policies, systems, and international standards relating to NOTAMs; evaluate and determine the best practices to organize, prioritize, and present flight operations information in a manner that optimizes review and retention of relevant information; provide recommendations to improve the publication and delivery of NOTAM information; and report to Congress on its reviews and evaluations.

It is expected to provide improved accuracy and accessibility for pilots, dispatchers, and NOTAM consumers. This modernization effort is expected to be complete by mid-2025 although the FAA is looking into ways to accelerate this current schedule.

The bipartisan legislation passed the House in January and the Senate in May. A version of the act was introduced in 2021 but stopped short in the Senate. The technology issue affecting all U.S. domestic NOTAMs spurred Congress to take action.

Earlier this year, the FAA asked Congress for \$19.6 million to modernize the NOTAM

system and retire aging applications that played a role in the system outage. The FAA is approximately halfway through its modernization effort where it is transitioning to the standards set by the International Civil Aviation Organization (ICAO).

## **FAA Says Fewer Rocket Launches Are Closing Florida Airspace After New Changes**

From FoxWeather.com

Airline passengers flying to and from Florida airports are experiencing fewer flight delays and reroutes because of rocket launches, according to the FAA.

Rockets launching from NASA's Kennedy Space Center and Cape Canaveral Space Force Station on Florida's east coast close airspace around the launchpads to planes flying into or out of Orlando International Airport (KMCO), Melbourne (KMLB), Tampa International Airport (KTPA), St. Petersburg (KPIE) and Sarasota (KSRQ).

The FAA worked with the U.S. Space Force, SpaceX and United Launch Alliance, and other launch providers on a new risk analysis allowing more airspace to open to airlines during a launch window. According to the FAA, before the change, the existing airspace restrictions for most Florida launches were too large and could safely be reduced.

The FAA said that since the new airspace closures have been in effect, fewer flights have been delayed or rerouted because of a rocket launch. Prior to the change, about 36 flights were rerouted during a typical launch affecting 4,300 passengers and adding up to 1,500 extra miles flown. According to the FAA, no flights were rerouted for 10 of the 12 launches that happened from April to mid-June.

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## **US Senate Leaders Unveil \$107 Billion FAA Reauthorization Bill**

From AvWeb

On June 12, leaders of Congress introduced a bipartisan bill to reauthorize the FAA for 5 years. The bill incorporates provisions for modernizing the National Airspace System, improving customer protections for airline passengers, and expanding air travel service. It also looks to grow the aviation workforce, improve safety, fund airport infrastructure projects, and continue research and development for innovative aviation technologies.

the Senate version, it also lays out plans to grow the aviation workforce, encourage testing and integration of new technologies, improve the airline passenger experience, and address safety issues such as runway incursions.

Legislation has been introduced in both the House of Representatives and the Senate by Senators Maria Cantwell (D-WA), Ted Cruz (R-TX), Tammy Duckworth (D-IL), Jerry Moran (R-KS), and Representatives Sam Graves (R-MO), Rick Larsen (D-WA), Garret Graves (R-LA), and Steve Cohen (D-TN).

“The bipartisan FAA Reauthorization Act will help get the air travel system soaring again by improving safety and service,” said Sen. Cantwell.

“The bill provides funding for the latest safety technology on runways, and to hire more air traffic controllers, pilots, and mechanics, penalize airlines that sell tickets on flights that they don’t have the staff or technology to operate.”

The House version of the bill includes provisions designed to improve FAA efficiency and operations, provide airport infrastructure funding, and reauthorize the National Transportation Safety Board (NTSB). Similar to

Prior to becoming law, the reauthorization legislation will need to be voted through the House and the Senate and signed by the President. The current FAA authorization expires on September 30<sup>th</sup>.

## **FAA Establishes New Aviation Safety Review Team**

From SimpleFlying.com

In April, the FAA established a new independent aviation safety review team. The team will allow the FAA to examine further ways to enhance safety and reliability in the air traffic system across the U.S.

This comes after several close incidents at various airports across the country that prompted a safety summit where the FAA convened safety officials from the aviation industry.

The group will present concrete recommendations on how the agency can advance air traffic safety in the country.

Billy Nolen, the Acting FAA Administer at the time, noted that “our tolerance for accidents is zero. I want our tolerance for near-misses to be zero.” He added the FAA is committed to maintaining the safest period in U.S. aviation history. This team will strengthen safety efforts and identify specific investments it can make to bolster the National Airspace System.

The team began their work in May and by October of this year will present recommended actions the FAA can take to enhance safety.

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## 5G Implementation Now in Full Effect: Could Cause More Delays for Airlines

From SimpleFlying.com

On July 1, aircraft from U.S. airlines could be restricted by certain operational performance limits due to the FAA mandate regarding 5G interference with aircraft radio altimeters. Only aircraft with upgraded or new 5G-tolerant altimeters may perform unrestricted operations. Current supply chain issues limited the upgrade of all aircraft in time for the July 1 deadline.

An Airworthiness Directive (AD) went into effect in May requiring passenger and cargo aircraft in the U.S. to be equipped with 5G tolerant altimeters or appropriate radio frequency filters by February 2024. Since 2022, the U.S. air transport system was threatened with the activation of 5G operations. With the potential risk of interference with radio altimeters, the FAA mandated that the airlines could only operate at affected airports under the Alternative Means of Compliance (AMOC) method. In addition, wireless companies agreed to voluntarily reduce the power of 5G towers near airports to help protect air traffic. This was intended to be a temporary fix only.

According to the FAA, the aviation industry has seen “minimal disruption” as a result of 5G implementation so far. More than 85% of the domestic airline fleet and about 66% of the international fleet are equipped with radio altimeters that can safely operate in the 5G environment.

## Turbulence on Flights Is Likely to Get Worse

Adapted from the Wall Street Journal article published April 18, 2023

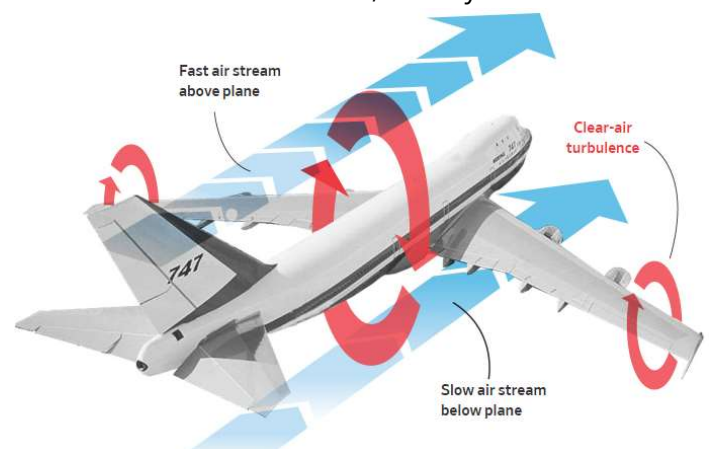
In recent months, flights headed to Honolulu (PHNL), Tampa (KTPA), and Frankfurt (EDDF) hit turbulence so severe that some passengers and crew ended up in the hospital with injuries.

Meteorologists say climate change is distorting the jet stream, making clear-air turbulence more likely in the future.

Injuries due to turbulence are rare. Between 2009 and 2022, 163 people were seriously injured during turbulence according to NTSB data. Flight attendants, who are more likely to be standing during flights, are most likely to get injured.

Turbulence caused by wind shear, a sudden change in the speed and/or direction of wind, is called clear-air turbulence. This type of turbulence can be hard to forecast or detect until it is encountered.

Since 1979, the amount of wind shear in the jet stream has increased 15% according to a study co-written by Dr. Paul D. Williams, a professor of atmospheric science at the University of Reading in England. At higher altitudes, climate change is altering temperature patterns which creates more wind shear, he says.



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## The Biden Administration Blamed Airlines for Delays and Cancellations but Downplayed the FAA's Lack of Staffing in Air Traffic Control

From CNN

While the Biden administration publicly hammered airlines for delays and cancellations last summer, behind the scenes FAA officials were well aware that their own agency bore responsibility for disrupting thousands of flights according to internal FAA records.

The FAA's problem was its understaffing at Jacksonville Air Route Traffic Control Center. That facility was overwhelmed by the heavy traffic to Florida and the Caribbean, and it was slowing the flow of flights, even on clear weather days.

CNN obtained nearly 1,000 pages of FAA internal records through a public records request. The FAA's short-staffing contributed to thousands of flight disruptions, according to its own estimate. While weather and airlines were partly to blame, the FAA also knew of its own impact.

The FAA pointed out that data analyzed by the airline industry show that air carriers were at fault for four times as many delays as the FAA. Still, the situation at Jacksonville Center was significant enough that the FAA ultimately replaced management there. It did not elaborate on the specific reason nor specify which positions were replaced.

## Airlines Turn to Artificial Intelligence to Reach Ultra-Long Flight Destinations

From Bloomberg

Marathon commercial flights that test the limits of long-range jets are getting help from machine-learning algorithms to avoid coming up short of their destinations.

Air New Zealand has struggled to get all the way to Auckland (NZAA) from New York (KJFK) in a single hop using its Boeing 787s. Meanwhile, Qantas is adding extra fuel tanks to its Airbus A350s before attempting non-stop trips from Sydney (YSSY) to New York (KJFK) and London (EGLL) in late 2025. The 20-hour flights are set to be the world's longest regular passenger services.

Both airlines are relying on software to plot fuel-efficient flight paths and avoid unplanned and embarrassing stops to refuel. The route-planning programs can help pilots avoid severe weather and catch a tailwind, or even tell them to fly slower to burn less fuel - anything to squeeze extra miles from the tanks. And like an internet search engine that learns on the go, the mapping software is designed to get better the more it's used.

Artificial intelligence is rippling through aviation's decades-old systems, impacting everything from ticket sales to cockpit procedures. While route planning is hardly new, AI offers carriers new ways to save money and fuel as ultra-long voyages proliferate and the mammoth task of reaching net zero emissions by 2050 looms.

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## News Brief

TSA screened 2,720,764 passengers and crew on July 13 which is 13 percent higher than the 2,402,480 travelers the same day a year ago; and 0.1 percent higher than the 2,716,828 screened on the same day in 2019, prior to the pandemic.

**Southwest Airlines resumes “Dispatch 101” class for their employees.** The Dispatch 101 class that was paused during COVID has been started back up again by the Dispatch Leadership Team at Southwest Airlines. The goal of “Dispatch 101” is to provide foundational knowledge that will help internal employees that possess a dispatch certificate or are enrolled in a certified Dispatch Program, in the pursuit of a career as a dispatcher at Southwest Airlines. Special thanks to Valorie Cook, SWA Senior Dispatch Training & Standards Program Manager, and Jake Zelman, SWA Senior Manager Dispatch Operations for their assistance with this article.

**Exemption 3585 Now Exemption 20108.** On June 1st, the FAA has re-designated Exemption 3585 to Exemption 20108. There are no other changes to the exemption which grants certificate holders the ability to dispatch flights when conditional weather forecast is below authorized landing minimums at the destination airport. The similar Exemption 17347 used at many U.S. regional airlines remains unchanged in name and relief.

**Officials: Louisville SDF is the 'fastest growing airport' in the United States.** The Airport Director says every airline there has had double-digit increases and now has 20% more seats in the market than in 2019. (WHAS11.com)

**Eurocontrol Warns of Air-Traffic Control Strike Over Summer.** A union representing workers at its operations center has warned of possible strikes over a six-month period, potentially creating more disruption as the busy summer travel season reaches its peak. Eurocontrol did not provide a time frame for when strikes may occur. (Bloomberg)

**Hundreds of flights delayed, canceled over air-traffic control staffing shortages in Canada.** Over 600 delays and almost 100 canceled flights at Toronto (CYYZ) and Vancouver (CYVR) were caused by unplanned absences of air traffic controllers at the start of the peak travel season began at the end of June. (The Globe and Mail)

**IATA Says Global Domestic Air Travel Is Now Exceeding 2019 Levels.** The global aviation industry continues to see an increase in passenger demand as well as an increase in flights as airlines expand their schedules and networks. Domestic traffic numbers have already fully recovered worldwide and surpassed pre-pandemic numbers. (SimpleFlying.com)

**US Weighs Measure for Crash-Proof Video Recorders in Cockpits in New Aviation Policy.** House leaders introduced legislation to require video to monitor crews' actions to aid accident investigators. Upgraded voice recorders are also proposed that would capture 25 hours of audio. If approved, the FAA would have 3 years to establish requirements for the devices, and airlines would have 7 years to install the devices. (Bloomberg)

**Airlines call for global alignment of airport slot regulations.** At a recent conference, airline associations are asking governments to ensure alignment of airport slot regulations and safeguard the consistent and fair allocation of slots under the Worldwide Airport Slot Guidelines. (TravelTomorrow.com)



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## July VOR Quiz

### 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.

#### **Collins Aerospace - Aircraft Dispatch and Flight Planning Coordinator**

Location: Annapolis, MD

Apply at:

<https://careers.rtx.com/global/en/collins-aerospace>

#### **Nicholas Air - Aircraft Dispatcher**

Location: Oxford, MS

Apply at:

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



This Navaid is located in the United States. It's a low altitude VOR, serving (and sharing the same three-letter ID as) a nearby city's regional airport.

That airport had airline service into the 1980s, but now is best known as a Joint Use airport with an Air National Guard base, flying transport aircraft.

Several movies were filmed at the local prison. Car accidents were also filmed there.

Email your answer to:  
[VOR@dispatcher.org](mailto:VOR@dispatcher.org)

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## ADF Business

ADF Summer Business Meeting: July 31, 2023 in Fort Lauderdale at Crowne Plaza Ft. Lauderdale Airport/Cruise Port from 1300-1700.

Nominations are open for the following ADF Board positions:

- President
- Treasurer

Send your nominations to:

[nominations@dispatcher.org](mailto:nominations@dispatcher.org)

The ADF Newsletter is published quarterly. We are looking for articles, ideas, and photos from all readers and members. We would like the Newsletter to reflect the activities of the ADF and serve as an educational tool for members. Email: [editor@dispatcher.org](mailto:editor@dispatcher.org)

Deadline for articles and information for Fall Newsletter is October 11th. 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:**

