

As a Flight Dispatcher at United Airlines I can relate that licensed, well trained dispatchers contributed to the safe landing and recovery of the entire U.S. Aviation industry airborne inventory on 9/11/01. From comments received by United from our pilots I can tell you that many more flights would have taken off that day had licensed dispatchers not taken the initiative to delay their departure while awaiting further information on the tragic events of the day. Would an unlicensed (and therefore unprotected by law) flight follower or operations clerk have the authority or initiative to halt an operation under these circumstances? Maybe, but then again maybe not. The only way to be sure is to require licensed dispatchers for fractional ownership companies. Only by requiring a single level of safety for all such operations will the FAA be able to regulate the level of proficiency required to plan operations in our national airspace. Thank you for taking the time to consider my submission.

Gary Zeman - United Airlines Flight Dispatch