

The idea or concept that just because a corporation is fractionally owned and the FAA does not wish to "overburden" them, that the flying public be hung out to dry in terms of safety, is of great concern to me. As a Part 121 licensed Dispatcher of 10 years with a major carrier, I have seen situations where our own "highly trained, highly compensated" pilots have put themselves into situations repeatedly that would jeopardize the safety of themselves, their passengers, and aircraft without the oversight and intervention of a dispatcher. Although this does not occur on every single flight I operate, it does happen with enough frequency as to be of great concern that an agency charged primarily with safety would advocate operation of these fractionally owned entities carrying passengers in excess of 20 per flight on aircraft such as B737's without operational control and dispatchers. It was not too long ago that we just transitioned to the single level of safety concept. Now in a heartbeat, the FAA desires to throw safety out the window, and go back to a system of the pilot flying in "the Blind"

This week alone I have rerouted 8 flights away from strong lines of thunderstorms after ATC controllers had cleared these flights directly into the lines, some with tops to FL450. Without my intervention, these flights would have been jeopardized in terms of safety even though two other professional groups were involved, an ATC controller, and an average of at least two pilots in the cockpit.

I have had pilots call me, intending to depart an airport with a system on MCO requiring a No-Ice Clearance with out of 40, and fog and mist and light rain at the airport without giving it a second thought, until I stopped the flight. The examples can go on and on. The dispatcher is the second set of eyes to help enforce regulations, and ensure safety. As a secondary function the dispatcher also has responsibility to the corporation/carrier to ensure the most economical operation within the safety constraints. They actually, by their mere existence provide for a typically more efficient operation through better analysis of wind, fuel use, alternate selection, and prudent diversion/cancellation when needed. There is no "burden"