

# Flight deck

SAS

Flight deck is an internal newsletter for Scandinavian Flight Operations.

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Dear colleagues,

Right now, I feel that Flight Deck is not the ultimate way to communicate, as the lead-time between writing and distribution is too long when it comes to certain items. Therefore, I assure you that all relevant information about the actual situation regarding e.g. the Iraq crisis and SARS will be issued on-line (Portalen and/or RAIS). Follow these media closely in order to be adequately updated. Jan Sjöberg, ST000, is the SFO focal point regarding general information issues to all bases. He works in close cooperation with Lars Mydland, the upper management and myself.

The Iraq war has so far not given reasons to significantly change our operations. It has, of course, a general impact on economics, but not on our security situation.

The SARS development is more severe from a public point of view. We have taken several counter-measures to give our crew and passengers confidence in traveling to and from the Far East. But the situation might change rapidly. Experts from HMS (doctors), Corporate Security, Cabin Operations and Flight Operations continuously evaluate whether there are reasons to increase the alertness level or not. Their decisions are closely connected to recommendations and experiences from WHO.

Also the proceedings of the negotiations in connection with Plan C are reflected in other faster media.

In spite of all the above-mentioned factors which affect us, there are also some other interesting things happening. One is a decision made to participate in a data link trial activity under the supervision of Eurocontrol, the so-called Link 2000+. We are upgrading a number of short haul aircraft with VDL-2 capability (digital data link) and a modified (new) Mode S transponder. When fully implemented, the capacity and reliability of the data link will be significantly improved, both for airline related messages, ATC communication and surveillance. The plans are to install the equipment in all aircraft before 2007.

We are still looking at systems with VDL-4 capability (still a digital data link, but with a more intelligent use of the frequencies). The differences between VDL-2 and VDL-4 can most easily be described as political, and we are trying to find the most effective route to navigate. STOOS, with Michael Agelii and Kjell Sandberg, is handling the matter.

We are now working hard to get PFI totally implemented on all departures. The plans are focused on 01JUN03 as the start date, or rather end date for STS to perform PFC. It is a challenge for the management when it comes to ensure PFI support at all stations, or at least a risk analysis if we renounce the support at a certain station. Earlier we saved money for the Technical Department when we performed PFI. Now we contribute to the cost savings in our company (Scandinavian Airlines), as the bill to STS will decrease when we will normally not ask for their assistance during aircraft turnarounds. In addition, it is my strong belief that flight safety will be enhanced when one of the pilots always performs the external inspection before every departure. We will also be able to more clearly define the borderlines between different activities when turning an aircraft around. There will be a new FOM chapter dealing with PFI, and the respective FCOM/AOM will also reflect some clarifications and revisions. I sincerely hope that you will see the total PFI implementation as a strengthening of your role as responsible for the flight.

Finally, in this world of ever-changing environment, keep your head cold and act accordingly. I know that you have the right qualifications!

Best regards,



Klas Jonsson