



CO TIMES

NOVEMBER 30, 1990

Continental's Fuel Conservation Committee looks for immediate and long-term savings

Continental's Fuel Conservation Committee, chaired by Project Engineering Director Jim Davey, is one important way employees are helping the Company by being more proactive in the face of the current fuel crisis. The committee was recently expanded to include more departments.

Charged with setting fuel efficiency goals and finding workable ways of attaining those goals, each committee member is responsible for a different area of fuel savings. Those are: Service Engineering Manager Mike Bevan (**Aerodynamics**), HOU Base Maintenance Director Terry Kerber and Dining Services Galley and Equipment Planning and Control Manager

Rich Tuttle (**Weight Reductions**), Operations Services Director Jim Sweet (**Ground Handling Procedures**), Flight Operations Fuel Conservation Manager Doug Hill (**Flight Operations**), Avionics Engineering Manager Chris Allen (**Instrumentation**), Propulsion Engineering Director Phil Devlin (**Engine Performance**), Systems Engineering Manager Joel Bumpus (**Aircraft Systems**) and Personal Computers Director Greg Dodson (**Statistics Management**).

The committee has met weekly since mid-October. In addition, members are meeting with and soliciting the knowledge and expertise of other employees who can help make in-

creased fuel efficiency a reality.

"We're now in the process of implementing those ideas with the most fuel-saving potential," explained Davey. "Those ideas that save the Company enough fuel to justify their cost will be implemented. Safety and service, however, will not be compromised."

To date, the committee has identified some 60 potential fuel savings areas, some of which are noted below. When reviewing these ideas, note that an aircraft burns about 100 gallons of fuel per year for each five pounds of weight.

Some fuel conservation ideas now in review:

- Reducing catering weight by limiting the amount of items such as ice, potable water and beverages loaded on each flight.
 - Removing the water injection systems on our 747s, which are no longer used.
 - Removing the forward airstairs on our DC-9s, MD-80s and 737-200s.
 - Installing the lighter Teleflex cargo loading system on the remainder of our 747 fleet. (The system is presently being evaluated on Aircraft #010.)
 - Towing aircraft between the terminal and the hangar for maintenance instead of taxiing.
 - Using alternate fuel, such as
- (See **Fuel Committee**, pg. 3)

Project Booklift puts spotlight on CO

Air Czechoslovakia Flight #755 touched down in Prague Saturday evening November 10 with six Continental employees among the passengers and 15 boxes of books in the cargo hold destined to begin filling a void created by years of Communist rule.

When the door opened and LAX Flight Attendant Terri New stepped out, Czech television cameras captured the scene as government dignitaries and journalists waiting on the tarmac

cheered the long awaited arrival of Project Booklift.

The emotional greeting was followed by a press reception at which a leatherbound book inscribed by Chairman, CEO and President Hollis Harris was presented for inclusion in the Czech National Library.

Representing Continental with New were DEN Flight Attendant Tami Busby, IAH Flight Attendant

(See **Booklift**, pg. 3)



LAX Flight Attendant Terri New (left) displays the book, *Thomas Jefferson and the New Nation*, which was presented to the President of the Czechoslovakian National Library (right) in Prague.

News flash

Members of the Greater Cleveland Growth Association and other civic leaders met with senior management November 20th to discuss CO's corporate commitment to that community, including our desire to initiate a collaborative program to promote Cleveland as a business and tourist destination, such as CO has established in Denver. "Working together, we can help Greater Cleveland reach its full potential as a travel destination," said Chairman, CEO and President Hollis Harris. "We want to move ahead with convention programs, expanded hotel packages, collaborative business programs and other destination marketing in 1991."



Prior to their departure, Project Booklift volunteer representatives meet the press with Newark City Vice President Rich Lisser (second from left) EWR CEAG Chairperson Laura Leschynski (second from right) and Human Resources Staff Vice President Michael Holmes (far right). Ready to make their way to Prague with the first boxes of books are (from left) Terri New, Pepper Dorsett, Tami Busby and Karey Correa.

Booklift, cont.

Pepper Dorsett, LAX Airport Sales Agent Karey Correa, AGC Human Resources Development Manager Colleen Horan and Employee Communications Manager Ray Scippa.

Continental's involvement in Project Booklift has been a grassroots effort which spread rapidly through a

number of cities and departments. In particular, the Cargo Division has been tireless in the collection, storage and preparation for shipping of the 20,000 plus books already donated. "Our people, especially in Los Angeles where Ms. New began the project, have rallied around this international humanitarian cause," said Cargo Vice President Walt Atkinson.

Fuel committee, cont.

propane or ethanol, for our ground support equipment and service vehicles.

- Switching from steel brakes, now installed on our entire fleet, to carbon brakes weighing 50 percent less.
- Using lighter weight paint for aircraft exteriors.
- Tankering/ferrying fuel to locations where jet fuel prices are higher.
- Switching to light weight foam insulation instead of insulation blankets in the cargo holds.
- Reclaiming sump fuel, which is removed from each aircraft daily to check for moisture in the fuel tanks. The approximate 1,500 gallons saved per day could be used to power ground support equipment. (This was a Catch the Spirit idea).

According to Davey, "One of our first goals was to look at where we could make an immediate impact," he said. "So, we've taken action on some of the weight reduction ideas as well as cutting back on APU usage, power backs from the gate and taxiing with all engines."

To date, some \$13 million worth of fuel saving ideas have been identified. "This is an excellent example of how employee involvement at Continental can get a great deal accomplished," Davey commented. "This is true whether we're dealing with a crisis situation or ongoing issues."

Watch for still more fuel saving ideas to come on line in the days to come. Employees wishing to submit fuel saving suggestions may contact Davey via telex at LAXETCO.

Perspective

We are all aware of the adverse impact the current price for jet fuel is having on the airline industry, including Continental. Sometimes we, as individuals, feel we cannot change a situation or cannot have an impact on the decision makers (politicians). This attitude is counter productive — we the people can make a difference.

You may ask, "but how?" "How can I change the current fuel price situation? I don't know who to write or what to say."

The answer of how you can make a difference is very simple. Remember the

old saying, "There is strength in numbers." This aptly applies to Continental employees. There are 37,000 Continental employees, most reside in the U.S. Therefore, if we collectively participate in contacting our elected officials, our voices shall be heard.

I urge all of us here at Continental to become involved in the political process. Our involvement is imperative in light of the current world situation. Our involvement could mean the success of Continental Airlines.

**Chris E. Staggs
GTW**

"This is the kind of commitment that goes far beyond our daily conduct of business and places Continental in a class of its own among world airlines."

The Cargo effort was led by LAX Cargo Business Manager Ken Kramer, LAX Cargo Group Managers Bill King and Peter Schramm, LAX Cargo Service Manager Gary Meyer, EWR Cargo Group Manager Jesse Royster, IAH Cargo Customer Service Center Manager Terry Quiggle, IAH Cargo Customer Service Center Coordinator Jim Ashley and IAH Cargo Marketing Assistant Dana LaBonte.

Safety update

October and November were very busy for STOP trainers. During October, 227 station management employees were trained in CLE, DEN, LAX and EWR. Additional sessions in DEN and IAH were held in November.

STOP Corporate Administrator Nan Blodgett commented, "The support has been overwhelming. We have been met with enthusiasm at every location and the only real problem is we can't train people fast enough. The seven unit program uses a cascade teaching approach and is dependent upon each level of management teaching their direct reports. The program's training schedule will slow during the holidays, and resume with a very ambitious schedule in January. Current plans are to have all locations trained by the end of February.

On a related issue, Continental receives hundreds of letters praising employees that read something like... "I had to run to my connecting flight so I figured my bags would arrive on the next flight. Imagine my surprise when my bags were waiting for me in the claim area."

Our hub system gives us opportunities to connect late customers and their bags but safety must not be compromised. Some reminders of critical safety precautions when loading late bags are:

- Never approach an aircraft to load bags without positive communication between the cockpit and ground personnel (lead, safety) and acknowledgement to proceed.

- Anticipate the situation, late baggage is not unusual. Plan for it.

- Use a cart, never the hood, hitch or open space next to the driver's seat to stow bags.

- Always park equipment pointing away from the aircraft.

- Always shut off the engines and set the parking brake when not sitting in the driver's seat of a tug.

It does take a few seconds more to shut the engine off and set the brake, or to hook up a cart for late bags, but these safety procedures benefit both employees and customers.