

How OpsGroup works – for questions

Mark Zee

13 November, 2018



I love how the hive-mind works. We have 5000 members, and so it shouldn't be surprising, but it's still awesome to see it in action.

Yesterday, in slack, a member asked:



Flying_Matt 4:39 PM

Anybody done Antarctica lately..? More specifically novolazarevskaya station or union glacier?



Jamie - Opsgroup Team 4:44 PM

Hello @Flying_Matt What sort of information are you looking for? Anything specific?



Flying_Matt 4:49 PM

First time ops with this particular aircraft type - looking for general Performance ideas, G450 and if anyone have stayed there longer than a turn before

Now, I've never heard of **Novolazarevskaya Station**, but that's not important. There are another 4,999 of us, and chances are that someone in the group has.

So, we blasted it out on the ATIS this morning:

OpsGroup ATIS Foxtrot - 13NOV



Member question: Anybody done Antarctica lately? More specifically Novolazarevskaya Station or Union Glacier? Looking for general performance ideas (G450), and if anyone has stayed in Antarctica longer than just a quick turnaround.

The ATIS goes out to all group members in the OpsGroup **Daily Brief**.

And of course, someone got right to it, answering the question:

- I have looked at Union Glacier and I think that would be a piece a cake for the G4 or the G5, especially since the 757 has already landed there. Caution should be exercised if you land with the sun directly overhead in the runway has not been scraped. Best runway conditions are scraped and low sun daytime condition. Breaking will be good!
- Wintertime Operations you can forget. The season is somewhere between November and February. It will always be cold there and not Gulfstream suitable for staying longer than a short turnaround. Forget about Gulfstream's Fast Team-not gonna happen!
- Highly recommend that you bring your own mechanic.
- Fuel is expensive!
- The weather is always unpredictable and good weather is usually low pressure with bad weather being high-pressure. Go figure I guess because water goes down the drain the opposite way below the equator.
- We operated from Punta Arena's, Chile with good support at the airport for our mission. Adventure Network is an excellent resource for your efforts. Good luck!

This is how OpsGroup works! Simple, and extremely effective. **When one person knows, we all know.**

Bonus: The first OpsGroup team member to see the question was **@Jamie - Opsgroup Team**, who has been on the ice on five separate missions for the US Antarctic program, and has spent a combined total of three years down there.

What is OPS GROUP, exactly?

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From the archives ... an article from 2016

Yes, it's the most common question we get. **What is OPS GROUP ?** Well, **we're not exactly sure** yet. The question mark may well be part of the name, because to us it represents both a lack of constraints and limitless possibility. A beginners mind.

The energy within the group has astounded us. The OPS GROUP team has answered over 200 questions from members, but that engagement is not what surprised us. When we put questions back to the group (in the form of curated Members Questions), the willingness to help, share and assist others is what did.

So, what we're seeing is that amazing things happen when you connect similar, but different, people. In the Industry, we have great groups for Airlines (IATA, and our own Airline Cooperative), Business Aviation (NBAA), ATC (CANSO), Private Aviation (AOPA). But they all combine like with like.

Like the best relationships, matching with a little bit different is far more interesting.

OPS GROUP - sticking with the big letters - brings everyone together in **INTL FLT OPS**. We all share the same airspace and go to the same airports. We all struggle to stay up to date, find most Notams confusing, hate having to organise permits, and wonder what will be next to change on the North Atlantic. **Ask us to go somewhere new, and watch the stress levels rise.**



What happens when you put all these people together?

And so we have a weird and wonderful group. The all-alone Corporate dispatcher, the overworked B777 F/O, the midnight supervisor at Eurocontrol, the grumpy Airline Dispatcher (yes Eric, that's you), the permanently-airborne G4 driver, the Airbus ops team, and of course the Boeing guys and

girls, the Irish ATC supervisor, the German Airline COO, the Russian CAA guy, the Australian meteorologist, and many hundreds more. Fast approaching 1000 members, in fact – and therefore becoming more useful for everyone. Literally hundreds of experts within the group.

When we started, we thought that **OPS GROUP** would just be a collection of people that wanted updates on International Ops from our Flight Service Bureau. We still run our now famous bulletin every Wednesday, and our Lowdowns, Ops Notices, Alerts, and Special Briefings – but the group is becoming huge amounts more than just receivers of information.

Personally, I think the key value of the group is it allows each one of us to feel more connected to International Flight Ops. Realising that there are hundreds of others in the same position that appreciate both your question and the group answer.

So, if I could try to best summarise **OPS GROUP** right now – it's a secure environment where you'll be ahead of the relentless changes in International Flight Ops, you'll directly receive all FSB summaries of the big changes, can get answers from the team or the entire group for that troublesome ops question. You also get to feel really good when you share new information with the others, and answer the question that you're an expert on.

But really, we're still not quite sure what OPS GROUP is. Maybe when we pass 2000 members it will become clearer. Let's see.

More about OPS GROUP:

- **You can read more about the group [here](#).**
- **Or read the full list of what you get.**
- **But mostly, we'd like you to join us.**