

## Special strategies help mediators handle high-conflict couples

The majority of couples who choose mediation are genuinely interested in resolving their matter consensually. At times, however, mediators find themselves involved with high-conflict couples. Once mediators have identified a couple as high conflict, they should adopt specific strategies when working with them.

### Identifying conflict

Mediators are encouraged to meet prospective clients in separate meetings prior to the joint mediation meeting. These meetings are often called Preliminary Conferences (PC). Each participant should arrive and leave without encountering the other. In-person PCs allow the mediator to observe body language.

Mediators can end PCs with an invitation to each participant to call if they remember something that they missed. They can also request that participants advise the mediator if they ever feel unsafe emotionally or physically during the mediation process. It can be extremely difficult for a victim of abuse to disclose the abuse; he or she may need to consider the consequences of doing so for several days. The invitation to call if something was missed provides a gracious mechanism to disclose abuse after the PC.

High Conflict People in legal disputes (Janis Publications, 2006) offers an explanation as to why some couples remain locked in conflict for years post-separation: many abusers also have high-conflict personalities (HCP). According to Eddy, certain HCPs fit this profile because of their highly persuasive personalities. These are: anti-social personalities (2-4 per cent of the population, 50 per cent in jail, as high as 75 per cent male) borderline personalities (2 per cent of the population) histrionic personalities (2-3 per cent of the population, majority are women), and narcissistic personalities (less than 1 per cent of the population).

Eddy is not suggesting that lawyers and mediators presume to diagnose individuals as HCPs. Rather, he encourages professionals to be aware of them, and, if traits are observed, to consider the possibility that they are working with an HCP and adjust the interaction accordingly.

### Strategies for mediators

The following list suggests strategies for mediators when working with high-conflict couples.

Collectively set procedural guidelines. Individuals with anger issues need to know that they can take a short break whenever necessary. Maintain a healthy skepticism and suspect lying.

Avoid taking responsibility for their behaviour and set relationship boundaries. Insist that mediation participants bring the documents to you that you have requested. Build a detailed agreement. Avoid ambiguity. Be careful to seek agreement on every small step along the way. Develop and explain consequences clearly.

Focus on tasks, thereby changing from the focus on emotions. In mediation, keep bringing the HCP back on task and encourage HCPs to work in joint cooperative tasks. Recognize cognitive distortions such as emotional reasoning, minimalization, exaggeration, personalization (when someone takes an event personally that has nothing to do with them) and projection (blaming others, never taking responsibility). Continuously check for safety. Separation is a dangerous time. There can be one aberrant act of physical aggression at separation, or, in many cases, the abuse will continue or escalate post-separation.

Deborah Lynn Zutter is a Vancouver collaborative lawyer, mediator and trainer with extensive experience in the dispute resolution community. Her book, *Preparing for Mediation: A Dispute Resolution Guide*, 2007 (2nd edition) is used across Canada.

European Aerospace Defence (EADS) Company production of Mark (MAKO) jet High coach / light fighters future sales attracted the attention of and benefit from the current official production and under development in the world compared to senior trainer, Mark trainer with the best performance, using the most advanced technology will be used first in the world-stealth aircraft design, but also to meet the future world aviation market advanced trainer jet on the new position, and the future need is a multi-purpose aircraft, is not only an excellent trainer, or an excellent operational performance of the light aircraft. In view of the world's most advanced fighter planes to the development trend of performance based on cost, the European Typhoon example, the cost of nearly 70 million dollars, with a level at the same time, advanced combat / trainer will be an important way with the auxiliary.

Mako (MAKO) jet High coach / light aircraft development history

Mark light fighter / trainer High initial concept (that is, previously AT-2000) in 1989 made by the German aerospace company and the Italian Aermacchi joint development, trainer for future demand, but later because of the Aermacchi withdraw from the 1994 suspension of cooperation. Germany defence of the European Space (EADS) military aircraft Division (Dasa) in the senior trainer on the concept of the work is carried out alone.

In order to expand the international market for future sales, the European Aerospace Defence (EADS) company made a lot of efforts. October 1996 Seoul Air Show, at the time, and even claimed that the progress of work in 1997 to the first aspect of the prototype, officials can start manufacturing, in the first flight in 2000. Beginning in 1998, the European Aerospace Defence (EADS) company to have an export analysis and supersonic trainer on the new wind tunnel work. Radar cross-section test has been implemented, with very good results, 45 km from the radar cross section of only one square meters. European Aerospace Defence (EADS) company with South Korea's Hyundai Corporation and the South African Denel airline cooperation, the two countries cooperate in cooperation see a train 150 new machines and perhaps an additional 100 aircraft demand. First delivery is expected in 2005.

South African Denel airlines have created a full-scale physical model of the first displayed in April 1998 African Air Show, and look forward to promoting the participation of South Africa AT-2000 light attack fighter competition. However, in November 1998, the company eventually Sweden Saab JAS 39 Eagle division (Gripen) fighter won. In the South African market was lost because the slow pace of development, but also stop at the concept stage and the Swedish JAS 39 fighter has formal production.

European Aerospace Defence (EADS) company in October 1998 and has been Hyundai (Hyundai) has signed a memorandum, but the problem is when South Korean Hyundai Heavy Industries (HHI) is Lockheed Martin (Lockheed Martin) Company cooperation in the construction of KTX-2-class destroyers, the Government firmly supports. At the senior trainer, South Korea finally selected by the Korea Aerospace Industries (KAI) and Lockheed Martin cooperation in the development of the Golden Eagle T-50 advanced trainer programme. Of course, South Korea lost a certain political factors.

These loss situation, trainer Mark lack of investment and development can not be envisaged to achieve the desired progress. Judging from the current situation, compared to August 20, 2002, Korea's Golden Eagle T-50 success of the first flight.

June 2001 at the Paris Air Show, the European Aerospace Defence (EADS) publicly displayed samples of a new type of cockpit, cabin layout before a steering column, the accelerator-and-up display, etc. equipment designed cockpit display of the latest technology at present level. The back is based on virtual reality technology to produce, only the installation of a steering column and a throttle rod. The equipment used only for display and sale publicity, the virtual device includes a digital helmets, gloves and a figure with a central computer linked to the tracking system.

Mako (MAKO) advanced jet trainer / light combat aircraft means for international cooperation

1998, AT-2000 was renamed Mark. Further complicated at the end of 1998, because cancellation British Aerospace (Bae) and Dasa merger plan. In June 1999 at the Paris Air Show a full-size model of the kind. European Aerospace Defence (EADS) in November 1999 to participate in the United Arab Emirates air force and air defense force plan, as a fully partners. November 18, 1999 in Dubai air show, in the scheme of possible cooperation between the Air Force and the United Arab Emirates signed a memorandum of understanding.

Since the research is to continue, and new efforts to make potential customers interested and winning major contractors and other supplies avionics and engine partner support. In June 2001, following the European Aerospace Defence Company (EADS) and the United Arab Emirates (UAE) signed a memorandum support Mark High coach / light combat aircraft project:

Lockerbie-Erkelinshi (Rockwell Collins) (display devices and control systems, navigation, communications, and display devices used in the flight control system and Display System)

APPH Precision Hydraulic Systems, Inc. (landing gear and hydraulic systems)

British Aerospace (BAE) systems control (flight control computer-assisted control systems, flight control transmission)

Germany Boden Lake Mechanical Technology, Inc. (BGT) / Diehl (flight control computers, mission computer, and independent defense system, training automatic Intelligent Data Systems)

Computing devices (mission computer, display devices and controllers, storage control system)

Eurojet / MTU (EJ200 engine)

FHL (flight control system gear)

General Electric Company (GE414 engines)

Hani Wei Er (Honeywell) (environmental control systems, lighting, life - support systems, navigation, hydraulic system, two power systems)

Snecma (Snecma) Group (M88-2 engines, landing gear, the gear box, auxiliary power unit (APU), brakes, wheel, filters)

The development plan is expected to aircraft design phase will be completed in 2005, and the first flight is scheduled for 2009. Mark light fighter / trainer aircraft in the next 20 years of a cycle will be faced with an estimated 3000 sales of the world market.

Light aircraft is the main trainer Mark modified, as a single-seat light aircraft used for air defense and commitment to reconnaissance missions.

Mark-trainer training, a two-seat cockpit ladder, cannon and machine installed with multi-mode radar can provide together. During the flight simulation of the weapons systems installed using a comprehensive set of objectives and threat databases.

Mako (MAKO) advanced jet trainer / light combat aircraft performance

1, weapons systems

Mark trainer for air combat and ground attack missions with seven pieces of weapons, in the abdomen with a fuselage pieces in each wing There are two pieces in each wingtips on the air-to-air missiles have a link point. Can carry a maximum load of weapons to 4,500 kilograms, will be capable of carrying a variety of weapons: air-to-air missiles - for example, L AIM-9 Sidewinder (Sidewinder), Iris (IRIS)-I or advanced short-range air-to-air missiles (ASRAAM); advanced medium-range air-to-air missiles (AMRAAM), or from the air-to-air missiles in the future (FMRAAM), as well as mica; air-to-surface missiles, such as Dallas; anti-ship missile and delivery, such as the Taurus and Mk 82 bombs. Internal cannon can choose the installation of Germany Maose company BK 27 mm cannon.

2, the radar

Mark trainer provide arbitrary choice and the replacement of other types of radar systems, including the United Kingdom aerospace company Bluehawk, the share of RD-400 multi-mode or AN/APG-67 radar.

3, driving cockpit

Mark trainer for one or two pilots use. Driving the overall glass cockpit layout and instrument layout similar to that in Europe almost Typhoon fighter. Each driving cabin equipped with three-color display devices. In the new open-cockpit, rear hatch after the top drag, the former hatch and the windshield was dragging along the opposite direction to the fuselage above the former. From the electronic flight control system for the X-31 test aircraft and the development of the Electronic Flight Control System (EFCS). Flight control systems integration while reading a four-wire flight system. Avionics and instrumentation equipment used to install modular structure allows future upgrade systems. Installation of a forward-looking infrared-equipped with helmets and installation of sight.

4, fuselage

Supplied by aluminum alloy manufacturing, mainly carbon fiber components inlet and tail. Full-Motion use elevators, has good mobility, Typhoon fighter jets from the European level. Integrated Design and Application of stealth technology, in 44 km from the radar cross section of only one square metre, the former trainer Mark chin-shaped cross-section was to provide a low signal values, and likewise wing-body contour design and integration (non-Cartesian) inlet provide a low radar cross-section.

5, engine

Mark trainer will be the installation of a General Electric turbofan engine GE414M provided the impetus to provide 98 kN (22,000 pounds) thrust. The

engine is the United States Navy F/A-18 E / F Super Hornet fighter planes to use an improved model. Mark trainer will be in a dual channel FADEC (full authority digital engine control system). But engine Undetermined have a wide range of choices may be modified or installed Eurojet EJ200 General Electric Company F404 or Snecma Group M88.

Thrust: 1 x 75 kN (17,000 pounds) or light aircraft models coach of 90 kN (20,200 pounds).

6, landing gear

Mark trainer using retractable landing gear round three, companies like Saab JAS 39 Eagle division.

7, weapons systems

Mark trainer is a light aircraft, can be installed in the fuselage within a 27 mm cannon. 7 weapons pylons can mount diversity weapons systems, such as:

4 x (AIM) -9, Iris (IRIS) - T or advanced short-range air-to-air missiles (ASRAAM)

4 x advanced medium-range air-to-air missiles (AMRAAM), from the air-to-air missiles in the future (FMRAAM) or mica

12 x Mk. 82 bomb

8 x Mk. 83 bomb

4 x GBU 16

3 x GBU 24

5 x AGM-65 air-to-surface missile Mavericks

2 x anti-ship missile

4 x rocket pods

1 x reconnaissance (aircraft under the wings) pod

2 x projection type missiles (Taurus)

3 x 1250 litre tank

8, Size

Length: 13,75 m

Machines: 4,5 m

Wingspan: 8,25 m (No wingtips missiles)

Wing Size: 25 square metres

9, weight

Air weight: 5,800 kg, coaches models; 6,200 kg, light combat modified

Weapons load: 4500 kg

Fuel: trainer 3,000 kg, 3,300 kg light aircraft

Design take-off weight: 8,100 kg coach models; 9400 to the largest 13,000 kg, light aircraft modified

10, Performance

The maximum flight speed: Mach 1.5

Its: 15,250 m

Take-off distance: less than 450 meters

Landing Distance: 750 meters

Duration: more than 2,000 sea miles (3,700 km)

Restrictions Overload: +9 / -3

Maintaining working hours / flight hours: 3,1

11, costs

In 1999 the estimated cost will be around 22 million US dollars to 25 million US dollars.

World arms market includes many factors, the European Aeronautic Defence and Space (EADS) company s Mark (MAKO) advanced jet trainer / light combat aircraft Although theoretically has the best overall performance, but the future is not flat. Because of political reasons or for other reasons leading to Mark trainer has repeatedly lost export opportunities. Similar situation also occurred in Europe, Tiger -style helicopter gunships, the overall contribution to export advanced technology has not. As early as 2002 EADS also admitted that senior coach / fighter planes in Europe demand is not very great, and Mark must be able to sell more than 400 can be profitable. Therefore, the need for new thinking led to expand export markets.

## About the Author

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