

THE EUROPEAN IFATCA EUROPEAN WINTER

IFATCA

Report on the 27th IFATCA European Regional Meeting

Teheran - Iran

Different aviation museums

Strike Hard, Strike Home

Visiting 349 (F) Squadron at Kleine-Brogel

Report to the Nordic Meeting

20th - 22nd September 2010 Oslo, Norway

Winter 10

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It's early December already and we are heading for the end of the year at high speed. And some year it has been. It started off very cold. We got more snow in the first few months of this year than in the last 10 years combined (at least here in Belgium). Of course this affected air traffic as planes don't tend to fly particularly well with snow or ice on the wings. Fortunately by the time spring arrived things started to look quite well. Traffic began to rebound in comparison to 2009 and it seemed we would soon leave the financial crisis and the economic downturn behind us like a bad memory. But then Nature struck once again: in Iceland the Eyjafjallajökull volcano started to erupt and before we knew it we were all looking at a blank screen for several days. Airplane engines don't work particularly well when they come in contact with large quantities of volcanic ash. 40 countries and territories had to close their airspace between 17 and 21 April due to atmospheric ash contamination. The disruptions lasted until early May for some countries. It is estimated that airlines lost up to \$250 million per day in revenues due to those disruptions.

While we are on the subject of disruptions: 2010 was also a year of social unrest amongst controllers in Europe. Controllers have a congenital aversion to change, especially the type they have no control over or the type that is imposed on them. In addition to some blatant examples of mismanagement, this has led to work stoppages in Belgium, France, Greece and Spain. The efforts some countries have to make in order to recover from the financial crisis have led several governments to look for money wherever they can get it. However, rather than raising taxes or improving income by streamlining inefficient government services it seems that the relatively comfortable social situation of the Air Traffic Controllers has made them easy targets. Under no condition should controllers believe they are exempt from doing their part to help a country avoid bankruptcy. But there should be no reason not to follow the established routes of social dialogue to come to an acceptable agreement on

the extent of this contribution. Imposing new working conditions by decree, be it Royal or not, is not the way to do things and will only lead to knee jerk reactions amongst the controller community. It should be noted in this context that social dialogue within FABEC has yet to take off. We have been ready for months to start discussions through the MARC initiative. Without the staff, FABEC will not work. The signing of the FABEC treaty by the 6 countries on 2 December does nothing to change this. As long as nothing concrete has been achieved, FABEC will remain an empty box filled with good intentions.

When the dust from the volcano settled, we moved into the summer. It started off hot and dry, but ended wet and miserable. Maybe this is what has led some of our colleagues to run for the hills and continue their careers in Austria, at least temporarily. Traffic continued to rebound compared to 2009 and at one point it seemed we would make up much more ground than we had lost. But then Mother Nature stepped in once again. December started off in sub zero conditions with a thick blanket of snow covering most of North Western Europe, once again bringing traffic to a screeching halt.

Brussels Airlines lost almost 20 days of flying in 2010 due to either weather or other disruptions thereby eroding any possibility of making a profit for the year. It is pretty clear that we will not be able to control the weather in the foreseeable future, so there's nothing we can do there. But it is imperative that all sides sit together and try to avoid having those disruptive social conflicts in the future. Aviation is a vital but fragile business, and the only way we can make it work is if we work together and not against each other.

The EGATS EB is looking forward to working hard to make 2011 a successful year. We are and will be involved in plenty of projects, so if you feel like spending some time for the good cause, put your name forward and we'll find a job for you. In the meantime we wish you a Merry Christmas and a Happy New Year!

Ive Van Weddingen
EGATS President

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“Strike Hard, Strike Home”

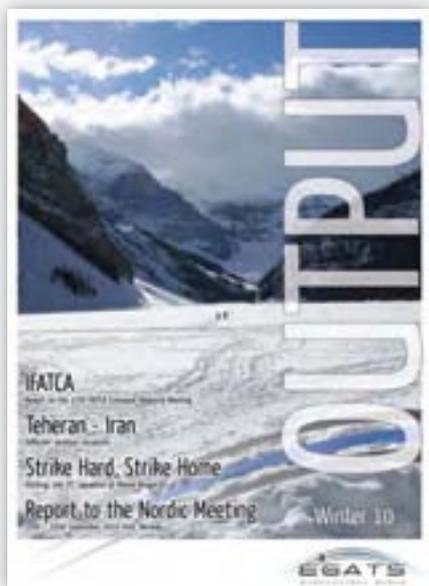
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Herman Detz
Viktor Koren

All pictures are taken by the authors.

OUTPUT

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Report on the 27th IFATCA European Regional Meeting

By Ive Van Weddingen



Slovenia lies in the hart of Europe and is a former Yugoslav republic that gained independence in 1991. The war of independence only lasted 10 days, and cost almost 80 lives. It was the first war in Europe since WW2. In 2004 Slovenia joined the EU as well as NATO. On 1 January 2007 it introduced the Euro. With 20273 km2 Slovenia is about 2/3 the size of Belgium. There are only about 2 million inhabitants. Most of those are ethnic Slovenians, but about 10% of the population is originating from one of the other former Yugoslav republics. Ljubljana is the capital and has about 265000 inhabitants. 60% of the Slovenian territory is covered by forest, making it the third most forested country in Europe. It is estimated that

about 24000 animal species can be found in Slovenia, including about 500 Brown bears. About 1/3 of the county is protected as a nature reserve.

This year the EGATS delegation consisted of Jerry Smith, EGATS IFATCO Liaison officer, Fred Deleau, IFATCA FAB co-ordinator and Ive Van Weddingen, EGATS president. The IFATCA ERM was held in the town of Bled from Friday 22 till Sunday 24 October 2010. In order to facilitate our travel we had decided to fly to Slovenia on Thursday morning. This gave us the opportunity to see a little bit of Ljubljana. The capital of Slovenia is certainly worth a visit if you ever have the chance. Despite being the biggest city in the country, it still has a small town



feeling to it. A lot of the city was rebuilt after a major earthquake in 1895 and there is a nice mix of Italian Baroque and Art Nouveau buildings. Certainly worth a closer look are the picturesque bridges across the Ljubljanica River, including the famous Zmajski most, or Dragon Bridge, from 1901 in Art Nouveau style. Leaving a day early also had the advantage that we could sit together with the delegation from Belgocontrol in an informal setting. It's no secret that in recent times there has been some friction between Maastricht UAC and Brussels ACC on several levels. I believe that a lot of the issues, especially between controllers, stem from unfortunate misunderstandings. Sitting together far removed from the stress of operational duties does wonders to clear the air.

On Friday morning we drove to Bled. Laying on the shore of a beautiful lake this small town of just about 5400 inhabitants is renowned for its thermal baths. The water from the springs is 23°C and is fed directly into one of the hotels. During the peak tourist season the town can almost double in population, as there are about 4000 hotel beds available. The lake is 144ha with a maximum depth of 30 meters. Overlooking the lake is the Bled Castle, the first version of which was already built in 1004. Most of the current buildings date back to the Baroque era. After the restoration during the 1950's and 60's the castle now houses a museum and

a very nice restaurant. In the middle of the lake lays a small island. For € 12/person you can rent a traditional boat called "Pletna" and the boatman will row you to the island and back. On the island you can visit a beautiful small chapel.

Of course we weren't really in Bled for tourism purposes. Friday is the traditional day for the seminar. In the last few years, IFATCA has streamlined the seminars in order to have the same subject covered at all the regional meetings. In preparation for the 50th anniversary of the federation, this year the seminar concentrated on IFATCA itself under the title: "Why IFATCA and how does IFATCA work?" It was an opportunity for IFATCA to inform the membership association about the history of the federation and reflect on the objectives and the purpose of having a global federation. Also on Friday we received an update on the flight level adherence days which were held on 30 September and 1 October 2010. In 35% of overload situations in the ECAC states it was determined that traffic not flying at the flight level in the flight plan was a contributing factor. On the two adherence days, at least for the core ECAC area, and including the MUAC airspace, there was a 30% improvement in flight level adherence compared to the reference days (3 weeks before the trial days). It seems that acceptance was fairly high and both pilots and controllers were generally aware. Of course there were some issues here and there and in some smaller

units the information didn't trickle through. It wasn't immediately clear to me if there will be more adherence days in the future. If anybody would like to learn more about the results, you can visit www.adherencedays.com

Saturday morning was the official opening with speeches from a representative of ANS Slovenia, by the President of SLOATCA Mr. Damjan Jasbec, by EVP EUR Mr. Željko Oreški, and by IFATCA President & CEO Mr. Alexis Brathwaite. After the roll call and acceptance of the agenda it was time to really get to work. The minutes of the ERM 2009 in Kos and the informal regional meeting during the annual meeting in Punta Cana were accepted without further comments. Mr. Alexis Brathwaite then presented the report of the Executive board. He took the opportunity to highlight several priorities. He pointed out there are a lot of people on the board in new positions and it takes some time for everybody to adapt to their new roles. They are working hard to improve communication both within the board and towards the different IFATCA officers and representatives. Due to the resignation of Jack van Delft, the EB had to look for an interim Secretary and Conference Executive. EVP-technical Mr. Andrew Beadle will



European Regional Meeting

take over the secretarial duties, while the conference executive part will be done by our very own Philippe Domogala. With his wealth of experience, Philippe is very well placed to take on these tasks at least until the conference in Amman. The annual conference in Amman, Jordan will serve as the focal point for the 50th anniversary celebrations. The IFATCA panel will be dedicated entirely to the past, present and future of IFATCA. A special event will be organized in Montreal on 20 October 2011 to close the celebrations. Alexis also made reference to the alliances IFATCA has been able to maintain with IFATSEA and IFALPA as well as with CANSO, IATA, Eurocontrol and the ILO. The most important relationship continues to be the one with ICAO in Montreal. Assembly 37 was convened recently. As a result of the Next Generation of Aviation Professionals symposium, IFATCA will chair the sub committee that will develop air traffic controller competencies. There is a very ambitious agenda for the 3 years leading up to assembly 38. IFATCA will continue to contribute amongst other things to the multidisciplinary task force, which will help towards defining and creating just culture. Mr. Brathwaite concluded by stating that it is important for IFATCA to prepare for the future, both short term and long term. While their statements on "The future of ATM" talk of a vision for 25 years in the future and a plan for 5 years, the statement focuses on changes in ATM. It is equally important for IFATCA to have a vision and a plan for where IFATCA will be in 5 and 25 years. The answer to what that vision should be must come from the membership of IFATCA.

In his report EVP-Europe, Mr. Željko Oreški from Croatia, focused on the issues specific to the European region. He gave an update on the social conflicts that are going on in Spain and Russia, as well as some of the requests for information received in the 6 months



since the annual conference. He also touched on the Single European Sky (SES II and SESAR), the Industry Consultation Body (ICB), EASA, FAB initiatives and Eurocontrol. He also renewed the call from the executive board for more people to get involved in the European Support Group, in order to be able to attend all meetings and working groups. Philippe Domogala gives an update on the European Support Fund (ESF). This fund was established to allow MA's in financial difficulties to request support in order to attend the regional meeting, and the money can only be used for that purpose. Contribution to the fund is voluntary. The actual balance of the account is € 9239,37. Philippe expressed regret that the MA's which were not present did not request support from the ESF. He followed up with a report on a Communications and Safety Seminar. Communication is increasingly important and for an untrained person it is very easy to make mistakes when dealing with the media.

After lunch there were reports on SES II by Liaison Officer Eurocontrol, Mr. Paul Neering and on SESAR in general by Marc Baumgartner. Fred Deleau reported on his work as IFATCA FAB Coordinator. Mr. Xavier Fron (Eurocontrol Head of Performance Review) made a presentation on SES II Performance and, on behalf of the European Commission, on the second package of SES and the Performance scheme. Ms. Fiona McFadden provided an update on SESAR. After all the presentations there is a chance for questions. Most of the questions revolve around the financing of the project, as it is very unclear who will have to pick up the bill. After the afternoon coffee break, Marc Baumgartner made a presentation on EASA and Maria Algar Ruiz gave an update on EASA Rulemaking Activities. The day concluded with a SESAR Workshop. Mark made a presentation of the different work items in SESAR,





AGM

The EGATS
Annual General Meeting (AGM)
2011
will be held on

06.04.2011
at 20:00

In the MUAC Canteen

For applications to join the Executive Board, the filled out "Nomination Form" has to be returned before 25.02.11 to the EGATS locker or directly to Michael Ott Team H4. You can ask any board-member to get a nomination form, or download it at www.egats.org

Report on the 27th IFATCA European Regional Meeting

and called on people to come forward if they are interested to represent IFATCA in one of the work packages. All these items will have a major impact on our work in the future, but they are all very complex and abstract if you are not involved. For those that are interested, I suggest you contact somebody from the EGATS board, and we will put you in contact with Marc or Paul. There is a lot of information available on the Eurocontrol website with regards to SES and SESAR.

On Saturday evening we were all transported by bus to Begunje. Here we visited a museum dedicated to Slavko Avsenik, who is generally recognized as the godfather of Oberkrainer music. With his ensemble, he sold over 30 million records worldwide, and many of the bands trophies and awards are on display in one of the rooms of the museum. After this visit we were treated to a traditional Slovenian dinner and a performance by an Oberkrainer band.

Sunday we started the day on a lighter note. A delegation from Jordan made a presentation on the 50th Annual Conference, to be held in Amman, Jordan in April 2011. 2011 is also the year of the 50th anniversary of King Abdullah II and they are investigating if His Highness would be willing to attend a ceremony at the conference. Philippe Domogala gave an update as conference executive as well as on the task force for the celebrations on the 50th anniversary of IFATCA. There was still some information missing and some info needs to be more elaborate.



There is a need for more, cheaper hotels for cat2 and cat3 MAs. It is not sure if the "Jordan Fund" will stretch far enough to allow all the requests to be covered, but it is still the idea to have a representative from every MA present. There might be future requests to sponsor "poor" MAs but this will be addressed individually. Philippe reminded us that there are cultural differences and therefore this should be taken into account with regards to people's expectations. This applies not only for 2011 but also for 2012 and possibly beyond. With regards to the conference in Katmandu 2012 Philippe stated that there are a lot of flight opportunities to Katmandu with either the airlines of the Indian subcontinent (Jet Airways, Kingfisher, Indian Airlines) or the Gulf region airlines (Qatar, Emirates, Gulf, Oman). They are looking at making Oman Air the official sponsor of the conference, but more info will be provided in April.

We then moved into closed session to discuss the MA reports. There are no minutes from this part of the meeting. Everybody is free to ask questions about the report each MA has submitted to the meeting. It is also an opportunity to address issues which should not be discussed in the open field. Obviously the Spanish, French, Greek and Belgian situation was discussed at length, since they all had had industrial actions in the past year. But also a lot of the other MAs in the European region are faced with serious social issues. A lot of them were requesting support from IFATCA in the form of letters to their ministry of transport.

An update was given by the Croatian Association on the organisation of the ERM 2011. The meeting will be organised from 28 till 30 October not to conflict with the 50th anniversary of IFATCA celebrations. The date is a minor problem because 28 October is the last day of the summer flight schedule and it might be difficult to get direct flights back home. Possibly it will be necessary to connect in Zagreb. There are however plenty of flights also in the winter season. The hotel will



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be the Hotel Croatia in Cavtat which was also used for the Annual Conference in 2009. The Serbian Association proposed to host the conference in 2012, they were appointed to host and they will provide further information at conference in Amman. For 2013 and beyond there were offers to host from Ukraine and Bosnia Herzegovina. PCX Alexis Brathwaite made a statement regarding the attendance of the IFATCA EB members at the regional meeting. He urged the MAs to coordinate the dates of the regional meetings in order not make things not too complicated. It is still the intention of the EB to have every EB member attend all the different regional meetings over a two year period. Philippe Domogala then provided an update on the "50th Anniversary of IFATCA task force". MAs were requested to send scans of old photos to Bernard Romanik in order to make a slideshow at the opening ceremony of the 2011 Annual Conference. Philippe encouraged the MAs to use the IFATCA 50th anniversary logo on their letters for the upcoming year, the logo can be downloaded from the IFATCA website. There will be promotional material available, as well as a flyer and an article in Flight Magazine. Some airlines will be approached to publish a small article on IFATCA in their in-flight magazine. The IFATCA panel will be concentrated on the association and consist of the president of

IFALPA, the Eurocontrol DG, IFATCA PCX, etc... A questionnaire on the status of each MA will be sent around so some basic information can be made available on each MA. All the former (living) PCX will be present.

EVP EUR Mr. Željko Oreški and IFATCA President & CEO Mr. Alexis Brathwaite made a final statement and this concluded the proceedings for the 27th European Regional Meeting. It was a very fruitful meeting and a lot of information was distributed in a very short time. I would like to take the opportunity to thank Mr. Kloos and the Maastricht UAC Management Team for the continued support EGATS receives in order to be able to attend these meetings. I'm looking forward to continue to serve the association both at home as well as in the IFATCA field for the next two years and I'm pretty sure Jerry feels the same in his position of IFATCA LO. If there are people who would like to get involved in IFATCA by representing the federation at meetings and workshops, contact the EGATS board, and we will put you on your way. The only way we can achieve anything is if as many of us as possible share the workload and sacrifice some of our time.





DIFFERENT AVIATION MUSEUMS

Teheran Iran

By Philippe Domogola

EGATS was asking for articles on air shows, etc... I have a few of those, but I visited some events and aviation places that I would call odd.

“And now for something completely different “ said Monty Python. That would apply to the Aviation Museum of Iran, located inside the old Shah palace in Teheran.

Finding the place is easy, right in the middle of the city, on the best hill, in the largest park. A beautiful building, and for the equivalent of € 2, you can be picked up by a driver in the former Shah's Rolls -Royce.

I mean everyone can, it is the way the authorities want to show how corrupt the Shah era was. The drive from the entrance gate to the museum takes 10 minutes. Most of the former Shah palaces are open to the public and are nicely maintained. Unfortunately the “Aviation Museum“part is less so. One can see there the first jet the Iranian Air Force had, an F-4 Thunderjet, and its successor: the F-86 Sabre. Both were used from 1955 to 1970 or so. They lay outside unattended, beside the remains of what looked like a Mig 23 from the

Iraqi Air Force shot down above the city during the long Iraq-Iran war in the 90's. The rest of the aircraft on display are small propeller ones in not so good state either.

Inside the Museum there are a lot propaganda paintings , most dating from the Iran-Iraq war, but also some interesting items like what is described as the first artillery "tank" : a cannon-mounted on a Camel . It would seem that when fired, the camel was shot backwards and fell, and also became quickly deaf, but they had plenty of camels.

The ambience in the whole museum is funny: it is full of local people, on one hand amazed and proud at the achievements of Iran and the luxuries the former Shah was living in, but on the other hand they are sad that those are now so far removed from their daily life.





By Viktor Koren

“Strike Hard Strike Home”

Visiting 349 (F) Squadron at Kleine-Brogel

Last April a small group of controllers decided it's time they found out what's going on inside the TRA North Bravo. We visited EBBL, home of the 349 Squadron.

To help organize the visit I contacted my friend Vincent (Carpy or Car3.14 as it's written on his badge) Carpentier who also became our more than competent guide for the day. Car3.14 started his military flying career in 1985 and flew different versions of the F-16 in Klei-



Brogel AB in Belgium and also in Luke AFB, Arizona in the United States. He also flies the EMB 135 and 145 jets for the Belgian Air Force. It turned out he managed to organize a very special visit that gave us the chance to have a look at units which usually remain restricted for the general public during Open Day events. After the warm welcome we had the chance to join the pilots during their pre-flight briefing and also received a short summary of the history of 349 Squadron:



the unit was created in 1942 in Padgate in the UK. They started flying Tomahawks and Harwards then when moving to Wittering, they received their Spitfire Mk V aircraft. The unit participated in D-Day with Spitfire Mk IX-s and the operations afterwards until the end of WW II. The unit was stationed at Gilze-Rijen, Twenthe in the Netherlands before moving to Wunstorf in Western Germany. The squadron moved back to Beauvechain, Belgium, after the Belgian Air Force had been created in October 1946. They continued to fly the Spitfire the first fighter type acquired by the Belgian state. This type was followed by the Meteor their first jet fighter and later from 1957 the Hawker Hunter. 349 were the first unit equipped with the supersonic fighter. They also flew the 2-seater CF-100 Canuck before they received the F-104 Starfighter in 1963.

It was in 1979, when 349 Squadron received their first F-16 Fighting Falcon which they have been using to date. In 1996 the squadron moved to EBBL as part of another reorganisation project, after which 2 fighter units remained operational: 2 Wing Tac at Florennes and 10 Wing Tac in Kleine-Brogel. 349 Squadron celebrated their 65th year of operations in 2007. The Lockheed Martin F-16 even today remains a formidable multirole fighter. Its Pratt and Whitney F100-PW-220 engines develop about 25000 pounds of thrust which help achieve the top speed of Mach 2.05 and the maximum altitude of 50000 feet. With the maximum take-off weight of 37500 pounds (16900 kg) the aircraft has an action radius of 1700 NM.

The MLU (Mid-Life Update) which the squadron have been using since 1999 made sure the aircraft type will remain a competitive fighter for many years to come. The HUD (Head-Up Display), UPC (Up Front Control) system and MFD (Multi Functional Displays) gave the fighter new cutting edge technologies.



Air-to-air weapon systems include canons, Sidewinder infra-red missiles, AIM120 advanced medium range AAM that is an active radar missile, used beyond visual range. The aircraft can also carry conventional bombs and laser guided Paveway II/III bombs in different sizes, infrared/laser TGP (targeting pod), 2000 lb anti-bunker "Penetrator" bomb, the Maverick AGM65G "fire and forget" and the JDAM (joint direct attack munitions) GPS guided weapon systems. The unit's aircraft regularly participate in different exercises such as the Red Flag, Maple Flag, Fresian Flag, El Centro, ACMI and NATO air meets like the Tiger Meet or the Tactical Leadership program (TLP) and Fighter weapon instructor training (FWIT). Special tasks also include Air to Ground exercises, air refuelling and night flight exercises.

After the briefing we followed the crew to their crew room to witness how the G-suits are donned.

We also drove to the apron where we could follow the start-up procedures and taxi. We watched the aircraft take-off from the Tower and the "mini air show" that followed. Later on we visited the Approach

unit where by chance Vincent's wife Natalie was on duty. She and her colleagues demonstrated the use of the PAR (Precision Approach Radar) an equipment most of us have never seen in use. A pretty remarkable experience!

After lunch Car3.14 had one more surprise for us: we were invited to the simulator where all of us could fly a short "mission" in the F-16 with varying success!

It was an excellent day for which we would like to thank our friend Carpy and all his colleagues at EBBL! Cavalry

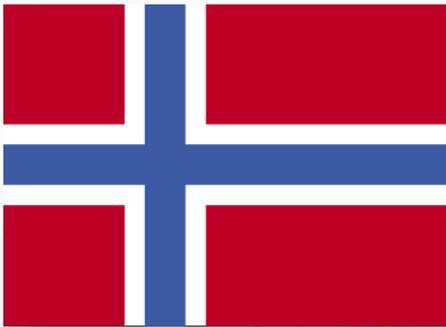
(We would like to organize another visit soon. Let me know if you are interested.)



20th – 22nd September 2010 Oslo, Norway

Report to the Nordic Meeting

By Herman Detz



The Nordic Meeting is an annual gathering of Flight Data Specialists (and other Assistant jobs) to exchange information on terms and conditions at other ACCs and aerodromes. Attended by Union representatives, it is a forum for discussing issues that may affect us presently and in the future.

Representatives from
Isavia, Iceland
Avinor, Stafo Luftfart, Norway
Naviar, FAFDA, Denmark

Volker Dick and Herman Detz attended on behalf of Eurocontrol

Monday 20th September

Because Volker had already a meeting the day before, we met in the lounge of Gardermoen airport, where we waited for the other delegations to arrive. Delegations with some familiar and some totally new faces of our Scandinavian counter parts. We kicked off with a lunch in the Avinor location at the airport.

After lunch a tour in Gardermoen tower was planned. A very interesting presentation, not so much about Avinor but about the airport, was given by one of the Supervisors. Gardermoen Airport is the only airfield in Norway to make a profit; it is one of the few airfields in Europe that can handle more traffic than it presently does. Designed to deal with up to 80 movements an hour, it is restricted to around 60 due to the capacity of the ACC above it.

From there we went to Asker, to the hotel, beautiful situated at one of the fjords.

Dinner in the hotel and an early night to prepare for next days challenges.

Tuesday 21st September

A visit to Oslo ACC; a completely bomb proof box inside a cave, buried in a mountain miles from anywhere. Being in another OPS room is always nice, but being on top of an OPS room in a cave is very impressive. Working inside a mountain creates problems that we don't encounter. People suffered from fatigue and depression during the winter months when they went to work on dark mornings, worked all day and then left when it was dark again. For this reason the Ops room contains a very expensive daylight simulating lighting.

After this visit the meeting started with the presentation of the host, Norway.

As in other companies Avinor started, due to the financial crisis, a cost cutting program called "Improvement of the results". Several working groups have been established to look at any possible way to cut costs by 400 million NOK annually.

The preliminary findings of the working groups were concluded by late 2009 and will be implemented, after approval of the Avinor Board, in 2010 and 2011. One of the conclusions is that Avinor wants to have so called "One-category" towers, so only operated by controllers. FDO staff is likely to lose their function.

Avinor is a very big company who not only provides ATC but also owns airports, tax-free shops and security on these airports.

The risk is now that people who work as FDO in the towers will be relocated as security personnel or otherwise. Needless to say that STAFO Luftfahrt is not very pleased about this conclusion.

But there is also some good news. A working group was established in 2008 with the intention of looking into possible new job

opportunities for FDO in Avinor. The Norwegian CAA stated now that Oslo ATCC should have a Flight Information Sector in order to relieve the other sectors of VFR traffic in the Oslofjord area. The finalized report also point out several other areas where the use of FDOs could be successful.

The operational situation is still vulnerable in terms of the number of ATCOs. Recruitment and training of new ATCOs is and will be a priority activity in the next years.

The next presentation was of FADFA, Denmark

The government agreed on a law that gave Naviar green light to transform into a new company form (independent government organization). In this new company will 2-3 places in the board of directors be for staff representing members.

NUAC, a new combination formed by Naviar (Denmark) and Luftfartsverket (LFV Sweden) was founded on 1 January 2010. NUAC will not employ own staff at this moment. The first step towards the new company is the merging of the two Operational support units into one unit in NUAC by the end of 2010.

In 2012 will the operational staff from the control centers in Copenhagen, Malmö and Stockholm be transferred to the NUAC center.

Next thing is that Naviar likes their staff, being public servants, to change to a new employment contract. The reason behind it is to make it easier for Naviar to outsource their staff to NUAC.

In theory the position of Assistants in Denmark is a strong one – they provide AFIS services, something that most of the airfields are switching to at certain times of year to cut ATS costs for airlines. Some airfields also restrict the amount of movements to reduce number of staff needed.

The Icelandic presentation started with a negative tone. During the last year, the finance of Iceland has gotten a little bit better, but things are still bad.

The new company is not doing so well financially, but an effort is made to cut costs and save money, like closing small airports and closing down some NAV-aids.

The international side is doing much better, as it is paid by ICAO. And then of course the eruption of Eyjafjalljökull resulting in a massive workload for the people involved. There was not much traffic since the traffic flows were well north or south of Iceland, but issuing Notams 24hrs a day and mapping ash contamination zones created a lot of work.

In the beginning of the year FlugtoDir Ltd. And Keflavik airport Ltd were merged into one company called ISAVIA Ltd. The first agreement between the union and the new company was about a pay rise. It was in general 4, 5% but not for everybody because salaries had to be adjusted between the two companies. But one can apply for a pay rise of 1 or 2 steps when you meet certain standards, like education that can be used for the benefit of the new company.

We ended this day with a dinner in a restaurant over looking Oslo, the Fjord and the Opera house.

Wednesday 22nd September

At the final day we had a meeting with the manager of the working group that is transforming the towers into One-category towers. The presentation was clear but the audience didn't see the benefit of replacing FDOs by fully qualified controllers. One, if not the major, reason for the replacement is a better break system for the controllers. It seems a very expensive way.

After a tour to the Vigeland Park and lunch at Holmenkollen we had to say goodbye to our Scandinavian friends. We hope to see them next year in Maastricht.

