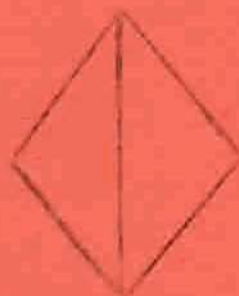


INPUT



EUROCONTROL

GUILD OF

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INTRODUCTION

This first edition is an introduction to the Eurocontrol Guild of Air Traffic Controllers, Maastricht Lodge, and to some of the work undertaken by the various committees on your behalf.

Foremost in our plans is the acceptance of the Eurocontrol Guild to the membership of IFATCA. We hope, in future editions, to have some comment from other departments in the Eurocontrol Organisation so as to have some appreciation and a better understanding of their work.

This newsletter can only succeed with your cooperation and anyone who wishes to contribute an article which may be of interest to us as Air Traffic Staff is encouraged to get in touch with any of the editorial staff direct or via locker 162. We hope that with your support we will be able to produce this newsletter every two months.

C.A. ENRIGHT
Editor

FORWARD BY THE PRESIDENT OF THE GUILD

The Eurocontrol Guild of Air Traffic Controllers is proud to present to you its first newsletter. This publication is to provide you with information about the activities of the Guild, to maintain good contacts with all our members and eventually to exchange information with other Guilds and organisations.

We hope that you will give this paper the necessary attention and are anxiously waiting for your comment,

Thank You
J. GORLES
President

EDITORIAL STAFF

Editor	C.A. Enright	Team A
Assistants	E. Guild	Team E
	Miss M. Bremmers	Team C

ISSUE NR. I JULY 1973

CONTENTS

	page
Introduction	1
Forward by the president of the Eurocontrol Guild	1
Report on IFATCA Conference 1973 by Mr. Buckschewski	3
The Executive Personnel in the Guild	5
Operations Committee	7
Social and Cultural Committee	9
Public Relations Committee	10
Use of Standard Phraseology	11
Miscellaneous	12

IFATCA CONFERENCE 1973 - REYKJAVIK

Report of the IFATCA delegation consisting of J. Gordts,
J. Faesen and W. Buckschewski, to the Committee of the Guild.

The delegation of our Guild was sent to the 12th annual conference of IFATCA
in order to:

- a) clarify the situation concerning our membership
- b) gain experience in IFATCA matters
- c) establish personal contact with the delegates of other Guilds

In principle we were welcomed by the board of officers of IFATCA and the delegates
of the respective committee without reservation. Our immediate affiliation
however was not possible, although we achieved a change of art. II para 2.1.1.
of the IFATCA constitution to read now:

" eligible for affiliation as a Member Association is any
professional Association or Guild or Air Traffic Control
personel whose technical objectives are essentially the same
as those of the Federation provided that one Association from
any State or properly constituted International Organisation
be accepted."

The second, underlined part (resulting from an old IFATCA problem being brought up
several years ago) obstructed our affiliation as Maastricht Lodge of the
Eurocontrol Guild of Air Traffic Controllers, as shown in recommendation A2 of the
12th Annual Conference:

" It is recommended to Plenary that whereas IFATCA welcomes
the application for membership from the Eurocontrol Guild
Maastricht Lodge, the application should be withdrawn pending
an application from a properly constituted Eurocontrol Guild."

Since our question to the board of officers: " what is meant with properly constituted"
had not been answered to our satisfaction during the working session, we arranged
a special conference with Mr. Monin, President of IFATCA, Mr. Harrison, Secretary
of IFATCA and Mr. Groves, President of the U.K. Guild, the result of which was
the following:

Since IFATCA does not want to postpone our cooperation at all, Mr. Harrison put us on his mailing list immediately, which meant, that we will fully take part in all kind of communication and coordination with IFATCA. (The difference to other Member Associations is that we have no vote yet and that we do save our annual contribution until we become a full member) For the membership we just need a change in our constitution which opens the membership in our Guild to all controllers of Eurocontrol. Our affiliation could then be accomplished very soon by postal vote. During the course of our stay in Reykjavik we took part in the working sessions of all three committees, so getting a very good experience about how IFATCA works and what we can expect of membership ourselves. Good contacts were established with other Guilds, mainly France, U.K., and the Netherlands.

14. 5. 1973

W. Buckschewski

Since the conference at Reykjavik we have received from Mr. Harrison (Secretary of IFATCA) two model constitutions which we can study. These are those of Greece and Hungary. The first sign of interest, outside Maastricht, is being shown by Mr. E. McClusky at Bretigny, who is making a serious effort within Eurocontrol to make the Guild more widely known and accepted. Maastricht will shortly be studying the constitutions and bye-laws in detail. Without being too optimistic we think that our IFATCA Membership will be obtained before the end of the year.

OPERATIONS COMMITTEE

Buckschewski, Bartlett, Dander, French, Lenoble, Pieneman, Wilson

This committee, more than any other, is concerned with our jobs as operational personnel. It meets regularly and plans to take an even more active part in operational life by the exchange of information with adjacent Guilds. This, it is hoped, will create a better understanding of mutual problems.

Some of the subjects currently under study by the committee are listed below;

flow control measures

weekend routes

communication facilities

shortage of headsets

information for control personnel regarding current change during shifts

briefing of personnel before taking over duty

and more long term problems such as;

evaluation on the capacity of MADAP

training of personnel for and during MADAP

Since communication is one of the subjects mentioned we are publishing a letter sent by the committee to Mr. Watkins on 8-6-1973.

Any questions or suggestions should be made to the members of the committee.

Tower:

" Unidentified aircraft passing our circuit, if you read
me waggle your tail"

A/C

" Tower, if you didn't read my registration, waggle your tower"

Sir,

The lack of headsets, one of our most important tools in the Operations Room, has grown to such an extent that an orderly work cannot be granted any longer.

More and more often dangerous situations arise where headsets fail during high traffic periods and there is not a single spare set available at all. Regardless of why and how such a situation could arise, this very urgent problem has to be solved without any further delay and has to be organised in a way which will not permit this to happen again.

Therefore we recommend that:

- 1) Each controller and assistant, inclusive trainees, should be checked whether he (or she) is in possession of a usable headset and, if so, confirm the number of the respective one.
- 2) In addition the supervisor of each team should be provided with at least two spare sets in order to be able to help out immediately when a failure occurs during the shifts.
The technicians should have a sufficient number of headsets available to exchange unserviceable ones against working ones which will be retained.
- 3) In order to prevent a similar situation as exists now, properly amended check-lists of headsets having been loaned or exchanged should be kept by the supervisors and technicians respectively.
- 4) Finally, personnel should be required to have always a working headset available when attending duty in order to be dependent on the supervisors spare sets only when absolutely necessary.

.....

Secretary for the OPS Committee

SOCIAL AND CULTURAL COMMITTEE

Miss A. Bos

Mr. G. Debruyn

Mr. B. Easy

A) Mr. Easy, also vice-president of the Guild, is at present engaged in a study of the human and environmental factors in Air Traffic Control. For basic material and background information he is consulting the publications of the IFATCA Standing Committee IV. Some important factors e.g. stress in ATC man-machine relationships, pensions and retirement scheme will become subjects for future discussions and study, particularly with regard to the duty roster and career structure.

Dr. Kalsbeek, an authority on stress in ATC, has been invited for a conference at Maastricht and it is hoped that he will be able to accept.

B) The committee is organizing a PARTY to be held before the end of the year. It is intended to make this THE PARTY of 1973, and the idea is to introduce the Guild to as many people as possible.

Not only do we intend to make the Guild popular with wives and relatives

but also amongst "outside" people connected with aviation and ATC.

Already the draft plan exists but it has to be finalized. More details of this in the next newsletter.

The Clipper captain had just made a very heavy landing, but put things right by saying

"O.K. I know, Cap'n speaking and I promise I'll never let the stewardess land the ship again."

PUBLIC RELATIONS COMMITTEE

Mr. Pauwels

Mr. Bouton

A) FLIGHTS

This subject is naturally to great interest to all of us. However, it is not something that is easily accomplished, as much negotiation with the individual companies is involved.

In the last year the following progress has been made and the future looks even better. But please, do not approach airlines direct, Mr. Pauwels has all the necessary forms and information, so ask him.

MARTIN AIR

will offer cockpit flights to one person.

Travel out and back on the same day on DCS only.

TRANSAVIA

Same as above but on SE 210

L.T.U.

Will offer a booked flight to any L.T.U. destination at a fixed price of 25% of the normal fare.

N.L.M.

have offered services whenever possible.

Negotiations are being made with Condor and German Air and we are hopeful of a good result. A meeting is being arranged with Air Limburg who will be flying F27's to Gatwick from Beek.

Remember flights can only be arranged on off duty days. Candidates for such flights will be provided with a printed form to be returned to Mr. Pauwels (Locker 93) and an administrative fee of + fl. 10, will have to be paid to cover expenses. (Phone calls)

Tour operators will be contacted to obtain reduced prices.

B) DONORS

A draft letter to possible donors is ready for further action. We hope that you will be able to provide us with more names of companies and firms who would be willing to become donors. To enable an increase in our activities we must increase on budget considerably and we want to achieve this without touching your pocket! So let us have some names!

THE EXECUTIVE PERSONNEL IN THE GUILD

or: WHO DOES WHAT ?

The Administrative Committee of the Guild consists of 16 elected members. However, it was felt that this number was too large to deal with the day to day matters of the Guild and it was proposed that a smaller, more manageable group of 9 members be formed,

THE EXECUTIVE BODY

The above committee is subdivided into three other committees within the Guild with defined tasks viz. Operations, Social and Cultural, and Public Relations. The Operations Committee studies the technical and professional aspects of ATC, particularly in relation to our work at Maastricht.

The Social and Cultural Committee besides looking after the entertainments is engaged in a study of stress in ATC.

The Public Relations Committee is one of our links with the " outside world " and is doing a lot of work in the field of " reduced fares "

Some members have additional functions with regard to IFATCA general policy.

These are split into three groups:

- a) IFATCA general affairs
- b) IFATCA operations
- c) IFATCA human and environmental factors

Because of international nature we are fortunate that many members have liaison with other Guilds in England, Belgium, Netherlands, France and Germany.

Other members are liaising with IFATCA and Airline Companies.

A chart is currently being drawn up which will illustrate the different tasks undertaken by the individual members and this will be displayed in the Operations Room.

The long-haired first officer of the B707 turned to his captain as they were on final approach and said

" Hey Daddy-o, isn't it about time we dangled the Dunlops"

Heard from London:

Courtline's new Lockheed Tristars

GBAAA and GBAAB are respectively referred to as " Big Albert" and " Big Bertha"

The long queue of planes had been waiting for some time when the Tower controller advised that there would be a further delay as the runway was being changed.

" Sh-t " came out over the R/T

ATC " Who said that ?"

A/C " Who said what ?"

ATC " Who said sh-t ?"

A/C " This is AF 790, we did not say sh-t"

A/C " This is BA 721 here, we didn't say sh-t"

A/C " PA 3, wasn't us that said sh-t"

ATC " O.k. you guys forget it"

USE OF STANDARD PHRASEOLOGY

A/C Maastricht TW755
C Squawk 2544
A/C Maastricht TW 755 do you read?
C Roger 2544
A/C Maastricht, confirm 2544 is for the TW 755
C ?ative
A/C Maastricht this is OK 755, passed KOK at 28, estimating LNO 43
C Roger 755, climb to fl 310
A/C OK 755 is at fl 330, do you wish us to descend to fl 310?
C Standby. TWA can you climb to 310 and be there by GAA please?
A/C TW 755 you want us to cross GAA fl 310. O.K. we're heading 330 estimate GAA 42
C Negative 330, 310,755
A/C OK 755 leaving fl 330 for fl 310
C OK 755 maintain fl 330, TW 755 climb to and maintain fl 310

Bit confusing isn't it? Can you see the deliberate mistakes ?

Well, it happens to all of us at times but let us try and keep those times few and far between.

We are a new centre and sometimes it appears that we are on the receiving end for a lot of complaints, not all of them justified.

For most of our "customers" the R/T and the telephone is the "window display" and they tend to judge the product by what they hear.

Rumour of the month:

An agreement has been reached between Eurocontrol and the USAF to provide in-flight refuelling by KC135 tankers over selected beacons for GAT which is holding because of restrictions.

MISCELLANEOUS

Mr. vande Flier who has taken over the job of treasurer from Mr. Campstein, reminds members that many people have not yet paid their entry fee to the Guild. We do not want to publish a list of names so if in doubt, check with the treasurer!

Reminder: Membership of the Guild (extraordinary or honary) is open to all employees of Eurocontrol.

The next IFATCA conference will take place in Tel Aviv (LLLD) in May 1974. The Guild plans to be represented there and would like as many people as possible to attend.

Obviously this will cost money and one idea is to initiate a savings account. By making regular payments we should have a reasonable fund by next year and this is more preferable than having to find a large sum of money at the last moment.

Anyone who contributes to this fund and then finds that he is unable to attend would naturally be entitled to his contribution. It is hoped, that wives, girlfriends and "secretaries" will attend as wel.
