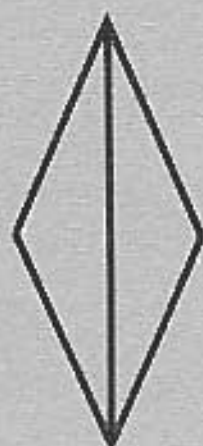


INPUT

Nº 4



EUROCONTROL

GUILD OF

AIR

• **T**RAFFIC

• **C**ONTROLLERS

• **m**AASTRICHT

LUCHTHAVEN ZUID LIMBURG
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THE NETHERLANDS

EXECUTIVE BODY

J. Gordts	President
B. Easy	Vice President
A. Davister	Treasurer
L. Prévôt	Treasurer
W. Buckschewski	Operations Committee
Miss A. Bos	Social/Cultural Committee
R. Pauwels	Public Relations
R. Bartlett	Member
W. Pieneman	Member

EDITORIAL STAFF

C. A. Enright	Editor	Team D
I. Guild	Assistant	Team F
Miss M. Bremmers	Assistant	Team C

EDITORIAL

On Januari 11th the Director General of Eurocontrol paid a visit to Maastricht U.A.C. At the end of the visit the Director General spoke to most of the staff and invited questions from them. It was refreshing to hear the Director General speak of and to Maastricht as an Air Traffic Control Centre.

That is the prime function of this unit and one which advocates to be the most advanced centre in Europe, if not the world. Sadly though, such an advanced and sophisticated centre has to use a minimum of 10 NM radar separation. As a "radar-orientated" centre this state of affairs is far from desirable.

The Director General spoke 1974 as being financially a restrictive year. If this means a brake on the introduction of new equipment and new procedures then let us welcome it. We are not against progress but over the last two years we have seen and accepted a great deal of change.

Let 1974 be a year of CONSOLIDATION.

Let the Control Staff get really used to their equipment.

Let us help our trainees who have been stagnant for the last $3\frac{1}{2}$ months. It is not the quantity of people that counts but the QUALITY of QUALIFIED CONTROLLERS.

Communication - a great sounding word but an even better thing in practice. In this age of machinery and automation human communication is almost a thing of the past; let us hope that 1974 will bring a revival.

C.A. ENRIGHT

UK STAFF ON DETACHMENT

The following letter from C.A.A. will be of interest to these of us whose period of detachment will soon be finished.

Dear Mr.

Following a recent review of our overseas commitments I am writing to let you know the position of those officers whose entitlement to special leave without pay is due to end during 1974.

The officers concerned are those, like yourself, who are approaching the end of the maximum five years allowed- in your own case this will be on Nov. 1974.

I should be glad to know therefore as soon as possible whether it is your present intention to return to duty in the UK with the Civil Aviation Authority, or to regard your future career as lying with Eurocontrol.

I should perhaps mention that although the Department of Trade and Industry is still your parent department the CAA P2 Branch, as part of the former DTI Establishment Division is looking after the interests of the civil aviation departmental grades serving abroad. Should you decide to return we will ask the DTI to second you to the Authority pending the issue of a contract.

In considering your decision, you will wish to know that under the terms of the Superannuation Act, 1972, "Approved Employment" terms no longer exist. If you decide to resign and continue your employment with Eurocontrol any pension rights to which you are entitled in respect of your former civil service will be automatically granted as follows: preserved pension and lump sum payable at age 60 for those whose service was in excess of five years, or a short service payment where the service amounted to more than two but less than five years.

If you require any further information to help you reach a decision please do not hesitate to write, but there is nothing I can add at this stage regarding the contracts.

Yours sincerely
.....

Establishment of a Special Group on "Questions of a Medical Nature related to Air Traffic Control Staff"

In the last issue of INPUT a report on the Medical Symposium at Manchester University by Mr. B. Easy was published. The subject of this report is of great importance to both Control Staff and Management. Last autumn the President of the Guild, Mr. J. Gordts, wrote to the Director General enclosing a report on Human, Environmental and Career of Air Traffic Control Staff. The reply of the Director General was encouraging.

Quote "With regard to matters of a purely professional and technical nature, I would welcome direct discussions between representatives of your Guild and the Management of Maastricht Centre; for questions of a more social nature, including Staff Regulations, I would prefer to see these questions raised in the Staff Committee."

- The Director General is in favour of setting up a discussion group of matters of a medical nature.

Quote. "In order to ensure rapid progress in the important questions of medical nature, I would like to set up a special group consisting of two or three representatives of your Guild, the Operations Management Staff of Maastricht and the Eurocontrol Medical Advisor. This group would consider such matters as undue fatigue, the incidence of sickness amongst controllers and any problems related to drugs and alcohol.

I am asking the Director of the Maastricht Centre to set up this group with the aim of producing a first report on these questions as soon as possible."

- The Director of Maastricht UAC, with reference to the Director General's letter, replied that he had assigned his Deputy to chair the special group. The composition of the group would be:

2 representatives of the Guild

2 representatives of the Operations Division

the Eurocontrol Medical Advisor

Quote. "The group will be authorized to invite, where considered desirable or necessary, advisors or experts from within the Agency to participate at their meetings and to make recommendations or proposals for consultations of experts from outside the Agency (e.g. the Bedrijfsgeneeskundige Dienst in Maastricht)."

The terms of reference for the special group:

fatigue

incidence of sickness amongst Air Traffic Control Staff

any problems related to drugs or alcohol

any other matter related to questions of a medical nature

----- An Irishman had applied for a job in Brussels. -----

A friend told him that on the continent the traffic drove on the right of the road. A few days later the two Irishmen met again and the friend asked him if he was all ready to go abroad.

" I am not going" was the reply.

" Why not?"

" Because you told me that on the continent they drive on the right"

" Yes, so?"

" Well, I have been practising and it's bloody dangerous!"

PUBLIC RELATIONS

TRAVEL FACILITIES

Dan-Air have joined on the travel facilities list and they would like us to fulfill the following conditions:

- 1) application will only be accepted from Guild Members
 - 2) These Members must have at least 12 months Membership
 - 3) Not more than two applications may be made by the same person in any period of 12 months.
 - 4) Reductions will be 75% subject to load and 50% on bookings.
- Subject to Captain's permission members will be welcome to visit the flight deck when travelling.

LTU L101 Tristar

Several people have asked for a fam. flight with this aircraft. The answer from our very friendly airline was "NO" but whilst travelling on a LTU Tristar flight a cockpit clearance could be granted subject to the Captain's permission.

Martin-Air DC10

Will very soon be flying and fam. flights will probably be arranged for this new type of aircraft.

IFATCA Conference in Israel

Itinerary.

Sunday 19 May	arrival and transfer to hotel overnight Pan-Am hotel Tel Aviv
Monday 20 May	registration and official opening overnight Pan-Am hotel Tel Aviv
Tuesday 21 May	sessions and evening reception overnight Pan-Am hotel Tel Aviv
Wednesday 22 May	sessions and folklore overnight Pan-Am hotel Tel Aviv

INTER-CENTRE LIASON

We are convinced that people who know each other and understand their problems are more likely to achieve more productive co-operation.

Based on that conviction we intend to arrange "liason" visits of Control Staff from our adjacent Units. An exchange of knowledge of each others problems and personal experiences of difficulties will, in our view, raise the level of co-operation, improve our professional knowledge and so improve the efficiency of Air Navigation.

The idea is to invite Control Staff from other Centres to work and live with us for a short period of time, say a cycle, explain and demonstrate our problems and difficulties. By staying as a guest in our homes we will show how we live and perhaps play.

Similarly Control Staff at our Adjacent Units will invite Control Staff from Maastricht, so that we can gain first hand experience of the operation of the Adjacent Centre. Members of the Guild who want to take part in such a program should:

- be prepared to offer accomodation and hospitality
- be prepared to explain the tasks of Eurocontrol and Maastricht UAC in particular in an objective and realistic manner
- be prepared to pass on knowledge gained by means of an article to INPUT (best way) or by a short lecture during a team meeting.

The main problems arriving with that program are:

- a) time involved
- b) travelling costs
- c) living costs

ad a) since these efforts are in fact for the benefit of Eurocontrol we hope to receive some form of leave or off-time.

ad b) The same applies for travelling costs, where expenses cannot be avoided.

ad c) Living costs should be our contribution to this program and can be kept at an acceptable level as they occur only within private circles.

W. BUCKSCHEWSKI (OPS. Comm.)

Will you please complete the attached questionnaire and return it as soon as possible into our Guild Locker Nr. 162.

NAME:

TEAM:

1) Do you intend to take part in our "liason" programm?

a only in the "invite-part" -----

b only in the "visit-part" -----

c in both parts -----

2) Are you able to offer hospitality?

a provisional accomodation -----

b guest room -----

3) Would you also take part as long as off-time and travelling costs cannot be provided for by the Management?

4) Comments and Suggestions (if any)

date:

signature: