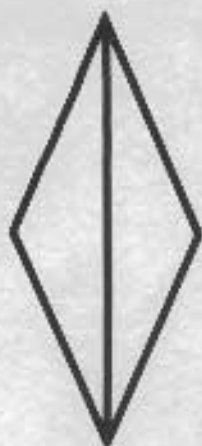


INPUT

Nº 1-74



EUROCONTROL

GUILD OF

AIR

• **T**RAFFIC

• **C**ONTROLLERS

• **m**AASTRICHT

LUCHTHAVEN ZUID LIMBURG
POSTBUS 47
5340 BEEK L.
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
Miss M. Bremmers	Assistant	Team C

EDITORIAL

MAASTRICHT EXPERIMENTAL (WATCH ROSTERS) CENTRE.

In the first three months of 1974 we have had 4 different, or variations of, watch roster.

1. 5-watch roster until Jan. 5th
2. 6-watch roster

3. in Febr. the swing 2 became a morning or afternoon duty

4. the duty times of the morning and afternoon duty were revised

Between March 1972 and Dec. 1973 we worked 3 different rosters. The situation is still not resolved and even now a Staff Committee Working Group is putting forward more suggestions. At the present time it appears that the Hannover Sectors could be working a different roster from the Brussels Sectors.

From experience, all these problems seem to arise from the very inflexible conditions of Office Notice 47/72 and the first task of any study group must be to seek constructive changes of the specified conditions in Office Notice 47/72.

Marvellous isn't it. Someone has come with the idea of calculating our leave in hours. Look at the possibilities though. You could take one hour's leave every Morning Duty and stay in bed an extra hour. Perhaps an hour and a half of the Swing Duty and be home to watch your favourite T.V. programme. Logically that is about 17,712 minutes a year.....

On behalf of the Guild I should like to thank Mr. Cox and his staff for the printing and binding of the INPUT. Much of this work is done in their spare time.

C.A. Enright

IT IS ENOUGH TO DRIVE ONE MAD.....

The most modern Air Traffic Control System can hardly bring the expected advantage of a higher amount of air traffic to be handled safely and efficiently if it is not accompanied by an ultimate use of airspace by means of improved Air Route Structures and improved international coordinations.

It is therefor inconceivable that new coordination procedures fixed in letters of agreement bring retrogressions instead of improvements, especially when those retrogressions are so obvious as it is the case with the latest letters of agreement between us and Amsterdam ACC as well as Paris UAC, connected with the realignment of UAG and UR15 and the adapted changes of the flight level allocations system.

With the implementation of our working procedures connected with MADAP - strict adherence to flight level allocations since the ATS assistants are taking the estimates, no proper coordination possible before a flight, approved by a controller, has run through the lengthy input procedure plus strip-distributing- efficiency and flexibility have reached the lowest level ever experienced in ATC.

With the above mentioned additional retrogressions now, we can finally cancel the words efficiency and flexibility from our ATC vocabulary. It is not difficult at all to predict that under those circumstances we will not even be able to handle the amount of traffic we managed during MINFAP instead of thinking in terms of progress.

W. Buckschewski.

INTER - CENTRE LIASON

Referring to the respective article with questionnaire in INPUT no 4 I have found out that this - as I still believe - very interesting idea has not met with approval by our Guild Members. Five returned questionnaires (two of them from colleagues leaving for Goch) mean that the subject has had to be dropped before having been taken up

A lot of our members complain about a lack of productive work of the GUILD forgetting that this is the direct result of the regrettable disinterest of our members themselves and the direct result of the fact that too few members are taking active part in the GUILD.

W. Buckschewski

OPS. Committee

The following are extracts from the IFALPA RAC/COM Study Group, meeting held in London in December 1973.

SSR HIJACKING CODE

The use of code A7500 was likely to come under review early in 1974 and it appeared likely that it would be adopted.

R/T COMMUNICATIONS

This is a continuing item on the IFALPA Work Programme and the need was once more stressed for the use of ENGLISH as the primary language and also for standard phraseology. IFATCA was asked for its cooperation and assistance on this matter.

Among the deficiencies noted was the poor standard of English in Greece, and the growing use by "clever" controllers of multi-lingual conversations this was not considered to be good practice. An improvement had been noted in France, particularly the Paris Area, in the standard of English spoken. Germany was also noted for its uniformity in the use of English. IFATCA agreed to assist in any way possible and to keep its member associations advised of the need for standard phraseology and English language communications at all times.

SSR

The Chairman reported that the study of a reduction of R/T Communications on the London-Rome route had recently concluded and the results were awaited. The trial on the Frankfurt-Lisbon route had been postponed. IFATCA believed however that the Eurocontrol trials served very little purpose. IFATCA believed that it was perfectly possible to reduce R/T Communications by better pilot-controller discipline and improved phraseology. The problem also had to be kept simple and could not be successfully concluded on a national basis. It was essential that the pilot and controller were not faced with differing and complicated rules to omit reports in every state throughout the world.

STUDY ON THE ROSTER PROBLEM

Watching all the " Roster Initiatives " circulating among the Staff. I feel that people -after all the jumble we had so far in connection with rosters- somehow lost the good sense for what is going on and what we do finally need.

All the rosters we have ^{had} so far ~~had~~ and all additional proposals presently under construction were and are based on the conditions specified in Office Note 47/72 and lately even on a 6-team system.

Meanwhile we should have become a bit more clever after having gained quite some practical experience on that matter, and the result of that experience can be phrased very shortly and precisely:

IT WAS NOT POSSIBLE. IT IS NOT POSSIBLE AND IT WILL NOT BE POSSIBLE TO PRODUCE A REALISTIC ROSTER BASED ON THE ABOVE CONDITIONS !!!

Therefore I miss a certain logic watching people inventing rosters based on details which already proved that they do not permit a sensible and practicable solution.

May I therefore take all concerned away from their present way of thinking and remind them of the fact that experience shows us quite clearly the thoughts to be followed and what to aim for:

1. The OPS-room has to be manned by a complete team, able to occupy all necessary working positions between 0730 and 2200.
2. To cover this period, two teams are needed which should be a Morning shift working from 0730 until 1500 -7.5 hours- and an Afternoon shift working from 1430 until 2200 -7.5 hours-
3. A third team is needed to cover the requirements for adequate breaks - $\frac{1}{2}$ team working from 0900 until 1900- and to cover the Night shift - $\frac{1}{2}$ team working from 2200 until 0800-
4. This guides us into a 5 team respectively 10 days system and a realistic roster corresponding to practical requirements should be read as follows

1. day	Morning	0730-1500	7.5 hrs	
2. day	Aftern	1430-2200	7.5 hrs	23.5 hrs between
3. day	Evening	0900-1900	10 hrs	11 hrs between
4. day	off			
5. day	off			
6. day	Morning	0730-1500	7.5 hrs	
7. day	Aftern.	1430-2200	7.5 hrs	
8. day	Night	2200-0800	10 hrs	24 hrs between
9. day	sleep			
10. day	off			

I am well aware of the fact that starting a cycle with a Morning Duty will upset a lot of us, but please think once in terms of starting duties maximal fit and refreshed, prove once, please, that you believe in the stress claimed by us and act accordingly.

With only one deviation left in regard to Office Notice 47/72
we developed and detected the only but essential point of the whole
Roster problem: THE 41 HOURS PER 7 DAYS.

The above developed roster means:

50 hrs per 10 days = 35 hrs per 7 days in opposition to Off. Note 47/72

58.5 hrs per 10 days = 41 hrs per 7 days

Consequently the solution to the disagreeable roster problem is

- a reduction of working hours from 41 to 35 hrs per 7 days
- or a percentage factor for the Night shifts of 185%
- or a percentage factor for Nights and Sundays of 147%

Summary

Since it is obviously impossible to construct a realistic acceptable roster based on the existing conditions, and since the solution of that disagreeable problem is overdue, let's face the fact and without waisting energy for any dubious solutions concentrate with all our sense and energy on a solution worth aiming for.

W. Buckschewski

BEWARE THE NORSEMEN COMETH!!

Due to the invasion of Maastricht by the HANS
(Hannover Sector Staff) the Guild is holding a
WELCOME BEER NIGHT

at the Hotel Benelux, Beek on Friday 22nd March at 2200Hrs.
All Southmen, BUMS (Brussels, Maastricht Staff) and
those of the Middle Earth (Operations Division) are
invited to attend. 1st Drinks are free and the rumour
that Brussels Sectors drink more than Hannover Sectors
is absolutely true.

EGATCM Annual General Meeting
DATE 5th April 1974
VENUE Sporthal Geusselt (near M.V.V. Football ground)
Stationweg, Maastricht
TIME 1900 hrs. Refreshment provided

DRAFT AGENDA

1. Opening Speech of the President
 - a General outline Guild activities throughout the last year
 - b Problems with Management which Guild has had to face

2. Reading of Minutes A.G.M. 9th April 1973
 - a Mr. Wilson and Mr. Dander have been appointed to take the minutes of this year's A.G.M.
 - b Copies of the minutes of last year's A.G.M. were circulated to members (copies available for new members). Members will be asked to comment on these minutes and if no comments are received the minutes will be deemed accepted.

3. Secretary's Report
 - a State of the Guild and the Management 1972 - 1973
 - IFATCA Membership
 - Constitution Eurocontrol Guild
 - INPUT Magazine
 - Report on Human, Environmental and Working ConditionsCopies of Mr. Easy's report will shortly be available to team-coordinators who will loan them to interested people.
 - b Report of Operations Committee -Mr. Buckschewski
 - Communications facilities
 - Headset shortage
 - Information to and briefing of control staff
 - better coordination in event of another French strike
 - Analysis of MADAP-A' evaluation, Brussels Sector
 - Invite and Visit Programme
 - c Report Social and Cultural Committee -A. Bos
 - First Aid Course
 - Buffet-Dance in Oct. 1973
 - Visit by some Guild Members to Amsterdam Centre
 - d Report of Public Relations Committee - R. Pauwels
 - Reduced fare flights
 - Familiarisation flights
 - Private Industrial Companies
 - Travel- London ACC; IFATCA Israel
 - Controleurope; Mr. Bouton will go to Geneva as an observer
 - Collection of money for German and French Controllers

4. Treasurer's Report by Mr. A. Davister

This report is published in full in this issue of INPUT. It will be seen that the money collected for the German Controllers is still with the Guild as the German Controllers would not accept it. Suggestions are invited from members as to what use this money could best be put to.

5. Proposed Changes in Internal Regulations

- a changes: proxy vote procedure
copies of outgoing mail
- b new; procedure for "proposals" during meetings
establishment of budget
absence during AC or EB Meetings

6. Periodical Elections for the AC

- a elections of candidates proposed by AC
- b election of candidates proposed by members

All members are eligible to stand as candidates for election to the AC. Some Committee members wish to resign and others wish to continue to serve the Guild in the AC. Any member wishing to be considered as a candidate for election to the AC must take his application in writing before the AGM. Committee work entails giving up some free time and prospective candidates should consider this well since any member who misses two committee meetings in succession without reasonable excuse or warning will be asked to leave.

7. Installation of new Committee

Will take place at the AGM from nominations received

8. Working Programme 1974-1975

- a IFATCA Membership (continuation) Tel-Aviv 1974

The foreseen budget of Hfl.2500.- for the Conference would be distributed amongst six members to make up a delegation. This would cover flight expenses, hotel expenses, and registration fees for the four days of the conference.

The delegation will consist of; Messrs. Bartlett, Buckschewski, DeBruyn, Pauwels, Pieneman and Davister

- Establishment of Medical Committee Eurocontrol
- Adviser "change of working conditions" with Staff Committee
- Reorganisation of Secretariat
- Development of INPUT, a more operational theme
- b Budget; presentation of draft budget 1974-1975
- c Programmes
 - Operations Committee; to discuss in a more direct way with the competent authorities (eg Div. 04) with regard to changes in procedures, letters of agreement etc.
 - Social/Cultural Committee; organize visits to Semmerzake, Nieuw Milligen, Goch, Fokker Factory, Philips, Brewery Visit.
 - Public Relations; continue to expand travel facilities, make contacts with private companies.
- d To improve the image of the controller with;
 - Management
 - Public
 - Other Departments
 - Airline Companies
 - "Talks" from Airline officials, Met Office, Pilots Associations etc.

We are all grateful to Mr. Moeshart for the following account of a Fam. flight. Slightly different from the sophistication of to-day!

DUTY-FLIGHT ANNO 1932

The Fokker F VII-b stood dripping in the rain at Schiphol Airport, in spring 1932. Some assistants pushed a cart to the aircraft with some parcels of freight. PH-ADZ was a modern air-liner. Single-engined, it could take 8 passengers in luxury, the windows could slide open to give fresh air and the cabin could be heated. There was ofcourse a little indication to ask passengers not to throw objects out of the window. Its destination was Paris, via Rotterdam and Brussels.

I had checked with the pilot, Mr. de Nie, whom ofcourse I knew, since you could count KLM captains those days on the fingers of your two hands. I had got a leather headset with earphones sewn in and a carbon-microphone made of solid brass slung around my neck.

A leather coat completed my cockpit outfit. This cockpit was as simple as could be. Double controls, compass, rev. counter, oil pressure indicator, magneto switch, the famous "Badin" and a few other gadgets. The radio was remotely controlled by bowden cables and a little levers. It was built by Marconi's and contained in a beautiful mahogany cabinet, tucked away somewhere under the cockpit floor.

Its power was derived from an outboard generator driven by a propeller from the windstream. Its antenna was a 60 meter long wire wound on a reel in the cockpit between the seats. Once in flight the reel would be unlocked and the antenna would unreel itself by the miraculous power of gravity since it was loaded by a heavy lead ball. Conversation with ground stations was on a unversal frequency: 333 Kcs (900M) This kind of party line did not cause inconvenience, as there were few aircraft in the air and the range was in the order of a few hundred km at most, so interference was not much of a problem. You had time to wait until the other aircraft had finished its conversation as the airspeed was less than 100 knots.

A ground-crew swung the propeller around and suddenly the engine picked up. Gradually its revs stabilized and then, with chocks on the wheels and the controls in our stomach, the engine was revved up for a check. Both magneto's were tested in turn, and this succesfully completed the preflight check. The noise was deafening. With the engine some $1\frac{1}{2}$ meter in front the noise entered the cockpit from every where, since there was only a windshield and no side-windows.

We got the green lights from the tower; the aircraft was turned into the wind, and take-off power applied. We took off straight from the apron and were airborne after a few hundred meters.

Apart from some freight we had no passengers to make our flight a profit from the single fare of Dfl 39.50 per person. We climbed to 300 meters just below the clouds and set course for Rotterdam. Communication with the captain was by sign-language or a note book. I unreeled the antenna and called Rotterdam. I told them that PH-ADZ had taken off from Amsterdam to Rotterdam, that we were at 300 meters. The next check point was "Alphen aan de Rijn" and our final one over the outskirts of Rotterdam giving our landing estimate in 5 minutes and informing that we were "winding in" the antenna. This was quite a job, but after some turns I noted that the reel was blocked. I notified the captain, who maintained his altitude and I tried again. In vain.

So we had to apply a special procedure since we could not come in with that lead ball trailing below us.

I unreeled again, reported the situation to Rotterdam and told them we were going to the Old-Maas river to drop our antenna. These things were occurring from time to time as the wire kinked and then failed to pass through the lead-in tube into the aircraft. The last part of the antenna was a piece of rope, so, when we passed over the river we picked a part where there was no shipping and, whilst flying at some 100 meters out the rope with a knife and got rid of our problem. A few minutes later we landed at the 800 m square airport of Rotterdam. Waalhaven, where a new aerial was fitted.

We visited the MET Office to look at the latest weather and forecasts for our next run to Brussels. Heavy wind, rain and low clouds. Based on our Amsterdam-Rotterdam experience the captain decided to "have a try" We did railroad navigation and managed quite well. We kept the earth in sight, were flung up and down and water was coming in from every-where. The massive tower of the Mechelen cathedral passed below us and from then on we encountered solid rain and low clouds.

The windshield was misted at the inside, but proved useful to write upon with the finger. With goggles on we looked besides the screen downward to keep our track. We asked for QDM's from Brussels, but due to strong winds and loosing ground sight we had to give up as blindflying instruments were not yet there. So we made a 180° and happened to see our Mechelen cathedral again. Flying low, the railroad to Antwerp gave us reliable guidance and finally we landed at Antwerp.

The MET confirmed the lousy weather and expected that after the front had passed, we would be allright. After a couple of hours at Antwerp we got favourable weather reports. So off we went and indeed, the weather improved more and more. The cold front had passed and the sun came out. So, happily I gave our position report over Mechelen again and then announced our landing in five minutes at Haeren (Evere) Brussels. We filled up with fuel for the rest of the trip and took off for le Bourget.

This part of the flight was pleasant, the weather had cleared, and " la douce France" was bathing in sunshine. Position report to Brussels over Mons, a good-bye over the frontier, contact with le Bourget, a request for weather info, position reports over Maubeuge, Compiègne.

And there over the haze of Paris, rose the Eiffel Tower. A last ETA in 5 min. and "winding in", It worked, there was no need to drop our wire in the Seine river. Five minutes later we bounced over the grass on the soil of le Bourget. The day had nearly gone.

When I returned it was the famous captain Parmentier, who would years later win the Melbourne race with a DC2. He had a special engine check system those days. Whilst a mechanic was revving up the engine, he stood in devotion next to his plane, his eyes closed and listening to the engine noise. We had a full load and excellent weather, though somewhat bumpy in the norderly wind.

The flight was direct from Paris to Rotterdam since we were full up. At the Belgium-Dutch border Parmentier gave me a little note. It read: "Let me do the radio for a while, otherwise my wife does not know I am coming home" Pilots wives used to listen in on their home-radios on 900 m in order to prepare dinner in time. We logged 4 flying hours on this trip and Parmentier came home in time for his dinner, and so did I.

Some years after the war an assistant asked me wether a Danish sport aircraft with only VHF, standing on the apron, could get a VFR clearance to Paris. I looked out of the window and there, believe it or not, was an old Fokker, F VII-b under Danish registration. It looked humble and fragile between its metal powerful and bigger sisters. But it got its clearance to Paris!

H.E. Moeshart

TO WHOM IT MAY CONCERN

The amount of work and difficulties at the different working positions in an AREA CONTROL CENTRE and the amount of personnel required for the proper provision of ATS varies very frequently.

-depending on summer or winter traffic, weekends, travel-seasons during vacations, Military exercises, different day hours, strikes and/or slow-goes of adjacent control units-

These variations are irregular concerning the amount of work connected with them and only very rough times for peaks can be relied upon. What concerns the difficulties requiring a higher amount of personnel? No estimate at all can be made for some kind of a regular occurrence of them. The amount of personnel in Operational Centres has always to be kept at a level which ensures the proper provision of ATS, whereby too many as well as a lack of personnel impairs the proper provision mentioned above. Because of economical reasons the standard for a reasonable amount of personnel planned to be available has to be set between the peak requirements and the minimum requirement, and for the sake of safety and efficiency must be fixed nearer to the peak requirement rather than to the minimum requirements.

It is the responsibility of the Management to provide generally for a sufficient amount of personnel to be available during 24 hrs daily. It is the responsibility of the Watch Supervisors to ensure a proper distribution of personnel according to the prevailing traffic situations. That means he will sometimes have to arrange the traffic accordingly if there is not enough staff available and that he will have to send people out of the OPS room for breaks, stand-by or study periods when there are too many of them available.

The big difference so between planning the necessary amount of personnel for an Operational Centre and planning the necessary amount of personnel for an Administrative Office is the fact that it is not possible to follow a personnel-planning policy which aims for always having just the exactly necessary amount of staff available used at the working positions.

As a logical result from the FACTS stated above there will be sometimes too many personnel available which means that there will sometimes be Control Staff on breaks, study and/or stand-by periods. We have to live with these facts and it is obvious that these periods have to be used in a positive and sensible way.

If a person returns from a break or is being called from stand^d-by he/she should be physically fit and refreshed; if a person gets study time he/she should update his/her knowledge about the -specially in our case- often changing procedures and working methods.

These requirements can, however, not be met if there are no possibilities to rest -Night-shift! - or to study, due to the lack of adequate facilities.

E.g. it is a fact that a Night shift consisting of two controllers and two assistants is not sufficient to take over between 2200 and 0300, it is also a fact that two controllers and two assistants are sufficient during some hours of the night.

And there is not a single good reason, what so ever, why the others, not needed during during these hours, should not really sleep. I maintain quite the contrary, namely that adequate sleeping facilities are the only sensible possibilities to lighten the hardship of night duties.

✂

And there are competent authorities who realize this situation and who act accordingly. As an example, LONDON ACC has officially been provided with bedrooms whilst in our case the rooms 228 and 229 which could provisionally be used as rest rooms have even been locked during the night. What we have been provided with so far is a nice stand-by room where people can play or have a chat. As a result people return from rest or study periods exerted and irritated rather than refreshed. This can hardly be in the interest of an improved moral and of an improved professional standard of the Control Staff.

W. Buckschewski.

LIASON VISIT BY AMSTERDAM GUILD

A delegation of the Dutch Guild lead by Mr. van Veen visited Maastricht at Feb. 18th 1974. After a tour of the Centre a brief conference took place. The main points discussed were:

- Amsterdam request; traffic inbound EHAM via the RIVER HOLDING should maintain FL220 at the transfer points as a higher level would disturb the sequence of the stack. (Haamstede being too close to the transfer points) In the event that FL220 could not be reached EHAM would be willing to accept (at the utmost) FL40⁴FL220 but on the other hand would welcome handoff's at FL220 with 10NM separation and speed control.
- Amsterdam Controllers feel that too much unnecessary use is made of the telephone to "Radar South" as they do not have an Executive Assistant Use this only for urgent Radar messages and not for details which should be passed to the Planning Controller.
- Amsterdam request a rapid contact with traffic
- Maastricht request; outbound aircraft are released on contact to FL250 This could be arranged between supervisors, circumstances permitting.
- Maastricht proposed requesting a flow control from France to avoid congestion between inbounds.

Much better cooperation can be achieved between controllers on these liason visits and we hope that exchange visits with other centres will soon take place.

REPORT OF THE TREASURER

Last November Mr Prévôt and myself were coopted as treasurers of the Guild. We had no troubles taking over our new responsibilities. The past treasurer had left the books and accounts in a very orderly situation so that we easily carried on his job. Unfortunately we closed the financial year with a debit balance. This is due to the fact that the budget 1973 included the fees paid in the beginning of the year. For 1974 we carried over the fees collected during the first quarter in the 1974 budget. Please see the balance sheet creditors.

We should have to decide the "destination" of the money collected for the German Controllers. Our members will surely support our proposal to keep the fees at their present rate but this supposes an increase in membership

Can we ask our members to spontaneously pay their fees? Remember the easiest way is to fill a periodical payment form at your Bank.

The Reserve Fund shows a credit of 5.012,64 Hfl. We propose to increase the Savings Account up to this amount.

Subject to your approval: the candidates for the Audit Committee are: Mr. W. de Boer, Chairman, Mr. E. Hübsch and Mr. P. Hamelers, members, Mr. P. Domogala, supplementary member.

ACCOUNTS AS PER FEBRUARY 24, 1974

BALANCE SHEET 24 1974

	<u>assets</u>	<u>liabilities</u>
Primary Bank Account	5.488,82	
Savings Account	3.636,05	
Office Equipment	310,27	
Creditors		4.422,50
Reserve Fund		5.012,64
	<hr/>	<hr/>
	9.435,14	9.435,14

the Treasurer

A. Davister

DETAILS OF BALANCE SHEET

OFFICE EQUIPMENT A Typewriter Apollo 10 has been bought on Nov. 6th, 1972 Hfl. 258,-. The other properties of the Guild are: the X-mas tree accessoires à Hfl. 17,95 and 13 keys Hfl. 28,80.

It has been decided that these should be written off within 10 years. The yearly depreciation is than 1/10 of the properties purchase prices. For 1973 the depreciation is therefor Hfl. 34,48 bringing the booking-value down to Hfl. 310,27.

CREDITORS

collection for the German Controllers	Hfl. 1.560,00
entrance and affiliation fees for 1974	2.852,50
excess of the fee paid by Mr. Nauta	10,00
	<hr/>
	4.422,50

RESERVE FUND

balance as per 2-4-73	Hfl. 5.442,52
office eq. booking value as per 2-4-73	344,75
	<hr/>
	5.787,27

loss as per 24-2-74	
excess of exp. over inc.	Hfl. 740,15
office eq. depreciation	34,48
	<hr/>
5.787,27 -	774,63
	<hr/>
	5.012,64

NOTE The office equipment was not taken up in the last year's balance, we add it to the credit and we take notice of its depreciation.

INCOME AND EXPENDITURE ACCOUNT FROM 2nd APRIL 1973 to 24th FEBRUARY 1974

	<u>expenditure</u>	<u>income</u>
Entrance and Affiliation fees		2.700,00
Administration fees for flights		190,00
Interests received		158,03
Donors		50,00
Sales of tickets		2.650,00
Staff Association Subsidy in party St. Pieter Maastricht		262,47
Loss		774,63
Stationary and Printing	269,20	
Postage	21,42	
Properties	51,75	
General Expenses	3.523,58	
Expenses of Delegates attending the IFATCA Conference	2.192,02	

	<u>expenditure</u>	<u>income</u>
Representation Expenses	650,15	
Depreciation of office equipment 1/10 of 344,75 purchase price	34,48	
Interest paid	1,48	
Flights booking expenses	41,05	
	<hr/>	
	6.785,13	6.785,13

NOTE

1. The Entrance and Affiliation fees were more consistant but the fees collected for the first quarter of 1973 have been budgeted in 1972.
2. The General Expenses include the expenses for the St. Pieter's party which are almost balanced by the sales of tickets, donors and Staff Association subsidy.
3. Properties: we have bought a Christmas Tree (Hfl. 5.00), the Christmas tree accessoires (Hfl. 17,95) and 13 keys for the locker of the Guild (Hfl. 28,80)
4. Included in the loss is the participation of the Guild in the St. Pieter's party, (Hfl. 262,47)

MAIN COMPUTER TO ALL STAFF

After the usual appropriate delay we have received the latest complaint from Rhein Control. They claim this is absolutely our worst to date and will not be easily surpassed. It concerns an incident of a non revision on an aircraft who arrived one year late. This kind of carelessness cannot be allowed and after a full investigation the culprits will be extrapolated and re-digitalised.

HAPPY NEW YEAR!

DRAFT BUDGET 1974

INCOME

Affiliation fees	6.180,00
Entrance fees	530,00
Administration fees for flights	480,00
Interest received	175,00

EXPENDITURE

Stationary and Printing	500,00	
Postage	100,00	
General Expenses		
operations committee	170,-	
public rel. committee	170,-	
social/cult. committee	170,-	510,00
Flight booking expenses		120,00
Expenses of delegates attending the annual IFATCA Conference		2.500,00
representation expenses		1.000,00
Secretary's salary		100,00
Audit fee		100,00
Annual Conference		170,00
IFATCA affiliation fee	380,-	
annual fees	1.700,-	
"the Controller" review	150,-	2.230,00
Depreciation of office equipment		35,00
		<hr/>
	7.365,00	7.365,00

COMMENTS The budget 1974 is based on a membership of 140 members (18 increase over 1973) Whilst the costs are rising continually this membership permits us to maintain the affiliation fee at its present rate. But if we become a member of IFATCA our members will be charged for the "The Controller" review. Administration fees for flights are based upon the 1973 average of 4 demands per month.

REMARKS TO BUDGET ITEMS

1. As our Association is growing up and is willing to extend its activities we may reasonably increase the Stationary and Printing up to Hfl. 500,-
2. For postage, we keep the amount budgeted for for 1973 as this expenditure was very low last year.
3. Flight booking expenses are based upon 4 demands per month and calculated proportionally to the 1973 expenses.
4. Representation expenses: we surpassed the amount budgeted for 1973. We suggest now Hfl. 1000,- which is a reasonable amount taking into account the considerable increase of the travel expenses.
5. As it is foreseen in the draft constitution of the Eurocontrol Guild, it could be necessary to refer to a public accountant as auditor. Hfl. 100,- is an arbitrary amount.
6. The Annual Conference could lead to some expenses. Hfl.170,- seems to be a moderate amount.