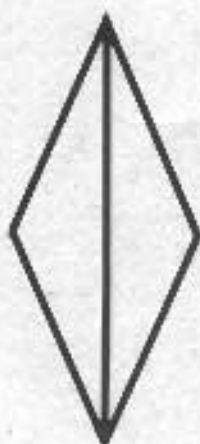


INPUT

Nº 2



EUROCONTROL

GUILD OF

AIR

• **T**RAFFIC

• **S**ERVICES

• **m**AASTRICHT LODGE

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EDITORIAL

One result of the recent IFATCA Conference in Tel Aviv is an abundance of information of the work studies undertaken by various IFATCA Committees.

From time to time we will publish extracts from some of these reports. In this issue of INPUT appear two brief quotations concerning "professionalism" and automated interchange of air-ground data.

Now appears to be the season of "visits to the Ops. Room". These visits fall into two categories: a) general information and b) technical. Category a) normally presents no problems as these groups remain on the balcony but with the technical visits we have people coming not only into the Operations Room but amongst the sectors.

Most of the people responsible for the visitors show respect for the busy controller and do their best to be as inobtrusive as possible. Alas, there are those who do not seem to realize just how distracting it can be to have a group of people standing around you talking and gesticulating in front of the radar.

Some are so eager to demonstrate equipment that they do this on an "active" consol.

Please, will those people who conduct visitors about the Operations room do so quietly and inobtrusively. If you wish to explain the fine details of the equipment ask the controller concerned.

Normally, provided he is not too busy, he will only be too willing to assist. It is taken for granted that all visitors are advised to the Watch Supervisor as he has overall responsibility for the Operations room. Thank you,

C.A. Enright

With the disappointing result of the Guild's

IFATCA application in the past together with the reports on the conference itself, Members will be able to form their opinions on the frustrating outcome of a very determined and competent application for Membership.

Based on a very sound Constitution and the sincere desire of a truly international Air Traffic Services Organisation to join and contribute to an International Federation there was reason to feel confident and optimistic.

Perhaps IFATCA in rejecting EGATS on now two occasions require a further amendment to our Constitution and further evidence of our bona fides. Could it be a case viewed from IFATCA's point of view of "non sine pulvere palma"?

It should be mentioned that prior to the two delegates departure for Tel Aviv, a majority vote was obtained at a meeting of the Administrative Committee to provide an additional amount above 2500 charged and decided by a General Annual Meeting to be the optimum ceiling for expenditure on IFATCA applications.

The extra funding amounted to 630, the original 2500 being insufficient to cover the minimum fares available. In any event such amounts will have to be the subject of review in the future to take into account inflationary trends.

However, the Admin. Committee Maastricht Lodge moves to a period for reflection and consolidation of our own activities. The future foundation of other Lodges within EGATS will nevertheless be watched with keen interest.

Activities are planned for the future which it is hoped will have appeal to Members, concerning professional interests with social diversions. The recent Concorde lecture was a good example of this type of activities when we were able to enjoy a film lecture given by Mr. Worrall, a distinguished aviation personality, and the hospitality of the Limburg Aero Club.

Guided by the enthusiastic editor "INPUT" also continued to make strides in its contribution to the general activity of the Lodge.

B. Smeeth

GENERAL

The AC of the Maastricht Lodge offered a present to Miss Moeyaerts on the occasion of her marriage, thanking her for all services rendered to the Committee.

LODGE ACTIVITIES MAY - JUNE 1974

- 1) The "Concorde" lecture, given by Mr. Worrall on May 22nd seemed to be quite successful and we hope that more lectures of this nature can be organised in the future.
We sincerely appreciate the cooperation received from the Aero club Zuid-Limburg and in return for their courtesy we were able to receive the "Fliegerklub Hamburg" for a visit to the Centre. This took place on Saturday 9th of June.
Mr. DeBruyn, Dittmar and Grove were in charge for this visit.

- 2) Another important visitor to the Centre was Captain Orly of El Al Airlines, who visited the Centre on June 2nd.
Captain Orly, who is a senior IFALPA member, was very interested in MADAP and ATC Procedures as applied in the Maastricht Centre.
Mr. Pauwels who conducted the visit, asked Captain Orly whether flight facilities could be offered by El Al to our members.
Captain Orly promised to forward this request to his company and also to initiate liaisons between IFALPA and the Maastricht Lodge of the Eurocontrol Guild.

- 3) During the Meeting of the Committee on June 10th a series of possible initiatives of both operational and social nature were discussed.
The Committee has the intention (through their operational and social sections) to organise visits to adjacent centres.

Of particular interest was a visit to the London Centre, presently being studied. This visit would normally take place in September 1974 and would last for 3 days. It would be organised on an inclusive price basis. The idea would be to make it a combined visit so that the ladies could accompany their husbands and have a shopping afternoon whilst the others visit the Centre.

Similar visits could be planned for Paris (Oct) and Frankfurt, (Nov). Since, however, the Committee has on several occasions initiated visits or exchange programs and has received up to now only weak response from the members. Could we have a more fortive backing with regard to these initiatives.

- 4) The Lodge Secretariat is presently liaising with FAA in order to get interesting international material either film or documentation.

REMARK

In order to establish a direct and efficient means of communication with our members we would like to see a re-establishment of at least 2 coordinators per team and would appreciate names to be sent to Locker 141 as soon as possible.

The Lodge Secretariat
June 1974

REPORT FROM ISRAEL

El Al, as described by an Israeli hostess stands for Every Landing Always Late, in these troubled times in the middle East quite an understandable feature of Air Travel to that part of the world.

Before departing from Amsterdam Schiphol we were subject to security checks by police, airport officials and El Al Staff. This and an armed escort to the aircraft took some one and a half hour.

The flight was uneventful, thank goodness, but gave us time to acquaint ourselves with members of the Netherlands and the Nederlandse Antillen delegations.

Discussions with the pilots was strictly taboo. Two locked doors before passenger embarkation until all passengers had disembarked.

Our first taste of a country at war.

The Boeing 707 touched down at Ben Gurion Airport Tel Aviv at 1900 Hrs. European time. (Israeli time is 1 hr. ahead of Europ. time)

The IFATCA Conference opened at 1000 Hrs. on Monday 20th of May at the Shearaton Hotel, Tel Aviv.

Mr. Willy Katz, Director of the Israeli Delegation and President of the organising Committee opened the Conference with a speech in which he welcomed all those present, especially in the difficult times which Israel was enduring.

The Israeli Minister of Transport and the Head of the Israeli Air-force both addressed the Conference and in both speeches they stressed Israel's international position. The President of IFATCA Mr. Monin (Switzerland) replied to the guest speakers on behalf of the Federation.

This was followed by a roll-call of delegations present: Australia, Uruguay, Nederland, Germany, United Kingdom, France, Belgium, Luxemburg, Denmark, Ireland, Sweden, Finland, Norway, Canada, U.S.A. Nederlandse Antillen, Iceland, Cyprus, Greece, Israel, Hongkong, South-Africa, Rhodesia, Switzerland; numbering 24 in all.

In addition members of National Air Traffic Administrations, cooperation Members and Observers were also present. Two in particular: the Mexican Guild and obviously EGATS. A notable exception was an official representative from Eurocontrol. This served to be a great problem during the course of the Conference.

Work began after a lunch given by El Al. Having only two observers initially in the Eurocontrol Guild Delegation it was difficult to cover all important Agenda items in the three Committees. For those new to IFATCA: Committee A concerns Administration, B Technical and C Professional.

The Administration and Technical Committees were of main interest to the Guild and therefore attended more than that of Committee C.

EGATS Membership came on the Agenda in the first session of Comm. A.

- The first important question was raised by the Irish delegate, who stated that his Guild objected because, as Eurocontrol would eventually employ most of Irish ATC, his Guild would lose many members.

He stated that Eurocontrol was going to take over most, if not all of the services in Ireland.

- The German delegation were very critical of EGATS joining IFATCA. They had three basic reasons: the first being that National Guilds could represent the members of Eurocontrol perfectly well in the present situation; two that if EGATS was able to join IFATCA complications would arise with members of the federation having dual membership, both national and international.

The third reason was that the situation of having an international organisation within an international organisation would have complicated consequences. None of these consequences were forthcoming even after being questioned by our delegation.

- The Scandinavian countries concurred with the German objections to our membership and added that as a region they objected because they would not agree with an organisation like Eurocontrol existing in Scandinavia.

In reply we stated that neither the profession nor IFATCA would lose any members by our joining. The number involved in Ireland would only include those from upper airspace and perhaps oceanic controllers. We thought it highly unlikely that Eurocontrol would take over Dublin Tower.

Even if a member had dual membership the communication and ties between members of the profession would be improved and strengthened. IFATCA would also gain in such members paying two federation fees. This could not be entertained as a realistic objection to EGATS joining IFATCA.

National Guilds cannot represent Eurocontrol controllers adequately because of the distance involved in attending National Guild Meetings and because understanding for our control problems was particular to Eurocontrol. In addition there were many controllers who had never been employed by a national Administration and would find some difficulty in joining a national Guild, whilst being employed by Eurocontrol.

Generally the main objections seemed to be concerned with the losing of members to the Eurocontrol Guild e.g. from Ireland with Shannon Centre and Germany with Karlsruhe Centre. However in the vote, which was counted twice, Eurocontrol was accepted by 14 votes to 10. The President then announced that EGATS was elected to IFATCA and congratulated the EGATS Delegation.

Subsequently the national delegates congratulated us and we felt we had achieved our aim. This a great relief after two years of hard work. Naturally this resulted in us sending a telegram to the Secretary of the Maastricht Lodge informing him of our success.

It was not until the penultimate evening that we were informed, much to our surprise, that the German Delegation would object again at the final plenary session and call, as under the IFATCA Constitution, for a two-third majority vote by Directors of attending delegations, approving EGATS Membership.

When this was conveyed to us, we hastily began to lobby other delegations. We learned that the decision of the Scandinavian Guilds Conference was irrevocable. The Greek Delegation could not vote for us because of political reasons (IFATCA is a non-political organisation). Germany stated that although they personally agreed with our point of view, they were bound by a decision made at the Dusseldorf Guild Conference, excluding Eurocontrol Membership to IFATCA.

However, we felt optimistic in obtaining the needed two-thirds majority at the final plenary. The result of the voting in the final plenary was as follows:

FOR MEMBERSHIP OF EGATS

- | | | |
|--------------|------------------|--------------------|
| 1. Nederland | 6. Uruguay | 11. Cyprus |
| 2. France | 7. Ned. Antillen | 12. Honkong |
| 3. Luxemburg | 8. Israel | 13. Ireland |
| 4. Belgium | 9. South Africa | 14. United Kingdom |
| 5. Australia | 10. Rhodesia | 15. Switzerland |

AGAINST MEMBERSHIP OF EGATS

- | | |
|------------|------------|
| 1. Iceland | 5. Finland |
| 2. Norway | 6. Greece |
| 3. Sweden | 7. Germany |
| 4. Denmark | |

ABSTAINING

1. U.S.A.
2. Canada

Turkey was represented in proxy by a BRS representative but not entitled to vote. From the above situation it can be seen that the key to our membership was held by the abstention of the United States and/or that of Canada. When we subsequently asked the Canadian and American Delegations the reasons for their abstention they informed us they could not vote on grounds of lack of information about Eurocontrol. This was rectified was alas too late to effect the decision.

During the final plenary session only the Directors and Executive Board of IFATCA are allowed to vote and /or to voice an opinion. Observers are only allowed to voice an opinion in the form of an address to the Conference after the speeches from cooperation Members, new Members and official Organisations.

In this respect Mr. Bartlett replied to the Conference on behalf of EGATS, the text of which is as follows:

" Mr. President, Colleagues, Ladies and Gentlemen,

It is with great sorrow that I have to make this address to you. However, I would like to thank all those who have voted and supported us throughout the Conference.

European Air Traffic Control, in Eurocontrol, is a reality. Our Guild with over 150 Members finds it hard to reason some of the objections raised. Perhaps this is what we are trying to say, international experience, something we have in Eurocontrol.

We in Eurocontrol and the Eurocontrol Guild are growing and our Guild is going to take members from National Guilds whether in or out of IFATCA. Is the profession going to lose a whole reservoir of International Experience and Professional Expertise?

Eurocontrol is a model for states of smaller size e.g. in Africa, is IFATCA going to lose these possible members as well?

The exclusion of Spanish controllers - possible members of Eurocontrol in the future?

I hoped to see our name-plaque "Eurocontrol" on the board this year, however, next year we will return for a third year and maybe then our voice will be heard in the ranks of IFATCA.

Ladies and Gentlemen, on the happier side may I say to the Israeli Delegation Anou rotsim lehodot lairgoon hay israely lairhouach Btel-aviv, (we would like to thank you for your hospitality in Tel Aviv)

Mr. President, Ladies and Gentlemen, thank you. "

The cooperation and support of the Dutch, French, Belgium and Luxemburg Delegations was of great help to EGATS throughout the Conference.

We must stress that a majority of IFATCA present at Tel Aviv Conference together with the Executive Board backed our application to join the Federation.

Our membership failed purely on a technicality. Therefore, in conclusion to this first report we would on the basis of experience gained in talking to IFATCA Members emphasise the importance of our further pursuance of Membership.

Shallom

R. Bartlett

IFATCA 1974 TEL AVIV

As a delegate of the Eurocontrol Guild on the IFATCA Conference 1974 at Tel Aviv I consider it useful to give you a brief outlook on the way in which IFATCA Conferences are organised, and particularly which were the most important issues of this Conference. The Conference opens with a plenary session where the Executive Board initiates the plans for the Conference.

The report of the previous Conference is presented, the President makes his report and the host association arranges for a speech by one of the local Aviation Authorities (Minister).

The Conference then splits into three working Committees: A, B and C. each being presided over by a member of the Executive Board, the members of these Committees are the various association delegates who have during the course of the year worked on specific subjects.

Committee A -Administration-

contains the reports of the Treasurer, Executive Secretary and Editor and deals with applications for membership (see Mr. Bartlett's report) and administrative matters.

Committee B -Technical-

1. presented a detailed study of ICAO 7th Air Nav. Conference which was commented upon by an ICAO delegate.

Just to mention some important items of this report:

-Airborne Collision Avoidance Systems

-reduced separation experience

-Air Navigation Systems

2. Technical work studies prepared by member associations out of which I particularly want to mention:

- a Flow control by France/Germany, giving the particular nature of Flow Control in relation to the geographical area where it has to be applied.

This report recommends that IFATCA Comm. B would subdivide into regional working groups.

b. European Route Structure

Paper by France: IFATCA agrees that there is a slow rate of progress towards a final restructured European route network. If the Eurocontrol Guild would have been accepted as a member by IFATCA, I am sure that we could have made valuable contributions to this project: but maybe all hope is not lost!

c Airborne Collision Avoidance Systems (ACAS)

were found of great interest by IFATCA and its development encouraged, the primary means of collision avoidance in controlled environment, however, must, in IFATCA's opinion, remain with the ATC Services.

Further important reports produced in this Committee were:

- (B.4.2) SST's report by France
- (B.4.3) Automation in ATC - report by U.S.A. PATCO
- (B.4.4) Omit report Procedures - report by Ireland

Committee C -Professional-

This Committee is subdivided in three important study groups:

1. Standing Committee IV
Human and Environmental factors in ATC
2. Standing Committee V
Recruitment and training of Air Traffic Controllers.
3. Standing Committee VII
Legal matters

SC IV: has for some years now studied and discussed

- job analysis
- second career, early retirement, pension schemes
- important medical aspects of the career have been presented in a questionnaire by France/Switzerland Associations
- stress, working conditions, fatigue

Specialists in the medical field as well authorities in working conditions are usually consulted by this study group, i.e. an interesting outlook on working conditions was given by Mr. Lener of the International Labour Office (ILO).

SC VII: Legal Matters, items discussed here were

- liability of the controller
- legal developments in aviation
- investigations on incident reports
- problems involved with hi-jacking
- automatic recordings of incidents (legal recordings)

The work of these three Committees is reflected in recommendations for the final plenary sessions to be voted for by all delegations. It is clear that the issues of the Committees are only to be considered as recommendations in the strict way. The plenary can still object or change.

Some parts of the recommendations, when accepted, become IFATCA policy on the plenary session, and are hereafter inserted in the manual.

It is regrettable to see that an International Federation like IFATCA is in a constant struggle created by its own member Associations; to such an extent that even basic policy principles are under constant discussion so that the final policy to be followed remains vague. This is no doubt due to the fact that national ideas and emotions often play a great part.

No need to say that the Eurocontrol Guild Delegation, being of international nature and operating daily on an international basis, was somehow disappointed by this IFATCA attitude.

On the other hand we were able to meet very interesting people, members of the Conference as well as observers among which I would like to point out:

- Mr. Monin, President of IFATCA
- Paul Hodson and Mr. Thomas, respectively Director and Dep. Director of Rhodesia
- Mr. Lopes, Michael, Nicolas and Robert Seykes of the Ned. Antillen
- Mr. Pall Gestsson and Arni Th. Thorgrimsson of Iceland
- Mr. and Mrs. Karlsson of Sweden
- Mr. Bredshaw and Phil Martin of the United Kingdom
- Mr. Gorin, Director of the French Delegation
- Jim Kouk, President Comm. C, of the Canadian Delegation
- Earl Homuth of PATCO (USA)

- Mr. and Mrs. Goebel of the German Delegation
 - Steve Francis, Dep. Director of the Australian Delegation
 - Mr. Goossens, Weyner and Lemaire of the Belgium Delegation
 - Mr. Ben-Ari, President of El Al
 - Mr. Acharkan, Chief Ground Operations El Al
 - Mr. David Orly, El Al Captain, regional Vice-President of IFALPA
who meanwhile has already visited our Centre in Maastricht and after
his visit will present us to his Company as well as to IFALPA
 - Mr. Janos Vadasz of Ethiopian Airlines
 - Mr. Lener of the International Labour Office (ILO)
 - Mr. Starawolsky, IFATSEA Avionic Air Safety Inspector, Civil Aviation
Department Israel
 - Mr. Dowling and Mr. Petersen, FAA European Branch
 - Mr. Ekling of ICAO
- and so many others.

Many thanks, dear members, for giving me the opportunity in participating on the 13th Annual Conference of IFATCA at Tel Aviv.

R. Pauwels

On May 4th I made a familiarisation flight with N.L.M. from EHBK to EHAM, and was able to visit the Amsterdam Centre and Tower, the Crew facilities of KLM and "KOHOUTEK", Martin Air's new DC10.

Wherever I went I was made most welcome and had many interesting discussions with the crew members of NLM, KLM, SAS etc. and Martin Air and EHAM ACC personnel.

From these talks it would seem that most people have erroneous ideas about Maastricht. Did you know that an NLM cabin crew thought that Eurocontrol was a military unit? Many people expressed their wish to visit the Centre but didn't think this was possible.

It seems that some cooperation from us is required. A better pilot-controller relationship can be established and some problems (e.g. restrictions) can be comprehensively explained.

I should like to thank NLM and their personnel for their friendly reception and excellent cooperation.

P. Domogala

QUOTE FROM REPORT OF THE PRESIDENT OF IFATCA

" It may however be that dissatisfaction and feelings of frustration among Air Traffic Controllers are often due more to a lack of professional recognition than to purely social problems.

It must be well understood that when industrial action is taken by one country, the burden of traffic is transferred to the controllers operating the ATC system of neighbouring countries which soon becomes very difficult and stressful for them.

In my last report I emphasised the basic need for a complete and world-wide recognition of the "Profession of Air Traffic Control", by Aviation Authorities and I still believe that their recognition of the professional staffs of the Air Traffic Controller, to being conscious of the basic requirements of the profession and above all the acceptance of ATC as "unique profession", may overcome many of our difficulties. "

- We will not achieve such recognition unless we, ourselves, adopt a more professional attitude to our everyday tasks. -

QUOTE FROM IFATCA TECHNICAL COMM. - AUTOMATED INTERCHANGE
OF AIR - GROUND DATA

" The operational application difficulties of introducing automated communications, both on the ground and in the air, into ATC systems which are not themselves extensively automated. "

" IFALPA has indicated that in a tactical mode, the pilot (controller) finds it easier to react quickly to aural rather than visual messages and that his ability to monitor voice communications with other aircraft is a major contribution to traffic safety and expedition. "

MAASTRICHT EXPEDITIONARY FORCE TO GOCH MEFTOG

In the early part of March, Eurocontrol sent the first controllers to Matrac Goch. Accordingly J. van Eck blazed the trail on March 6th and after his body had not been returned in small pieces, the three other controllers of MEFTOG followed on March 12th, This move was not achieved without a slight Staff v. Management alteration but this was resolved with the help of the Director of Maastricht, Dr. von Villiez.

After passing a multitude of barriers, guards and complete with the required passes we were admitted to the hallowed precinct known as the Ops. Room.

Four radars provide information to Goch but the radar picture is somewhat different from MADAP, the blips are rumoured to be 10miles wide.

However, the GAF controllers seemed reasonably happy and after a while we slowly acclimatised to the situation. As most of you know the area, we will not elaborate further, but after seeing the quantity of OAT that whistles around on GAT, we have all unanimously decided to traverse the BRD by car, train or boat, but definitely not by air.

Socially a different scene ensued. We decided to have a splurge on an inaugural night and put on a barrel of beer.

The GAF reciprocated so we had 60 liters of beer to wade through. During the course of this eventful liquid evening we became further acquainted and the overall picture of the OAT controllers is of a hard working, hard playing bunch of professionals keen to get to Maastricht and better equipment and environment.

Mind you, overseas allowances may have some bearing on these sentiments but we all agree that the GAF have been extremely helpful and courteous to their "civvy" lodges, and we only hope that UAC Maastricht reciprocates when MATRAC Goch comes to Limburg.

R. Evans

WORKING GROUP ON QUESTIONS OF A MEDICAL NATURE (HUMAN -
ENVIRONMENTAL AND SOCIAL FACTORS OF ATS STAFF AT THE MAASTRICHT UAC)

In the beginning of this year the Director General asked the Director of the Centre to establish a working group on questions of a medical nature.

Reason for doing this was a report made by the Guild on Human, Environmental and Working Conditions.

This group consists of members of the Maastricht Ops. Division, of the Eurocontrol Guild and the Eurocontrol Medical Advisor under the Chairmanship of the Dep. Director of this Centre. Up to this date two meetings have been held, during which a variety of items have been discussed such as: working hours for control staff, regeneration cures, drugs and medication etc.

The discussions in this working group have been very fruitful and were carried out in an amicable atmosphere.

As a number of the questions this working group is handling are included in the activities of the International Working Group of Staff Experts, the Chairman of the latter group has been requested to pay attention to matters like regeneration cures, and reduction in working hours for control staff, as soon as these subjects come up in his working programme.

The working group is studying the relation between fatigue and working hours on a local basis in order to be able to advise Director Personnel and Administration through the Director Maastricht about their findings.

The question was already raised from what age on a controller would still be considered fit enough to go on and whether it was necessary to subject a controller above a certain age to more extensive medical examinations. The first question was difficult to answer but studies carried out in member countries are leading to earlier retirement than the 60 or 65 year limit set in general.

Suitable efficiency, checks on staffs performance could, however, give the required information whether a controller was fit to go on satisfactorily.

Certain specific medical examinations to be made with intervals of 3-5 years could be fixed from a certain age onwards, in addition to the annual exams, in order to see whether there was a long term indication of development.

In one of the next INPUT editions Dr. Evrard will write an informative article on the use of tobacco, drugs and medication especially their impact on control duties.

Finally I should like to point out that this Medical Committee is existing for the direct benefit of all ATC personnel but the Committee will rely on information from the ATC personnel regarding stress factors, use of medication, fatigue etc. in order to obtain optimum results in the long term.

W.J. Pieneman

The Guild Committee would like to thank all those who have helped in accomodating the visiting controllers and their wives from Goch on Saturday 20th of April.

The program started at 1430 when Mr. Bartlett, on behalf of the Guild welcomed the Goch Controllers. Mr. Moeshart then gave an address of welcome on behalf of Eurocontrol. The next item on the agenda was a football match from which Eurocontrol emerged victorious.

Before dinner in the canteen a film "Training of a Eurocontrol Controller" was shown and afterwards there was a visit to the Ops. Room. In the evening a "beer call" at the Auberge du Cheval, Ulestraten gave Jim Creegan the dubious honour of drinking the last beer some time about 0200 hrs.

Thanks to J. Frusch for doing most of the organising. A return visit is planned but has been postponed due to lack of support.

R. Bartlett