FOR A BETTER A.T.C.

EUROCONTROL

GATSM

INPUT

MAGAZINE OF EUROCONTROL GUILD OF AIR TRAFFIC SERVICES

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ASSISTANTS: M. GERMANS
P. DOMOGALA

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LETTER FROM THE PRESIDENT

Planning for the Guild Forum has been completed and will take place on the evening of 23 th October. Responses from pilot associations has been gratifying and we are assured of representation from the major European Associations and also likely attendance by pilots from the Associations of Egypt and South Africa.

The event will take place in the Centre, by kind courtesy of the Director Maastricht U.A.C. and we are particularly fortunate to have acting as chairman, M. D. WATKINS, Head of Ops Division. We expect the evening to be lively and successful, and hope that the interchange of views and ideas between Pilots and Controllers will be mutually rewarding.

I hope very much that attendance at the Forum will demonstrate the Guild confidence in the success of the event.

The President

B. SMEETH

ORGANISATION EUROPÉENNE POUR L'ÉQUIPEMENT ÉLECTRONIQUE DE L'AVIATION CIVILE

THE EUROPEAN ORGANISATION FOR CIVIL AVIATION ELECTRONICS

HISTORICAL BACKGROUND

The European Organisation for Civil Aviation Electronics was formed at Lucerne on the 24th April 1963.

At that time, there was no regular forum where administrations, airlines and industry could meet to discuss technical problems.
EUROCAE was created to fill this gap.

In 1965, the European Civil Aviation Conference (E.C.A.C.) noting the work already performed by EUROCAE in cooperation with its counterpart in the United States, the Radio Technical Commission for Aeronautics (R.T.C.A.) for the preparation of minimum performance specifications for airborne equipment asked EUROCAE if they would prepare MPS's for certain current equipment. This was accepted and since that time, the MPS's prepared by EUROCAE and coordinated with R.T.C.A. are considered by the Technical Committee of E.C.A.C. and recommended for adoption by the Member States as a basis for their national regulation.

AIMS OF THE ASSOCIATION

To advance the application of electronics to civil aviation.

To study in Europe on an international level technical problems facing users and manufacturers of electronic equipment for civil aviation and all related questions.

To contribute at national and international levels to the solution of technical problems confronting European manufacturers and users of electronic equipment for civil aviation.

To advise and assist international bodies in the establishment of international standards.

To study other appropriate technical or operational subjects as decided from time to time

TECHNICAL PROGRAMME

The recommendations published by EUROCAE fall into two distinct categories:

- recommendations concerning the regulatory documentation
- recommendations concerning current or future problems

RECOMMENDATIONS CONCERNING REGULATORY DOCUMENTATION

EUROCAE is recognised by the European Civil Aviation Conference (E.C.A.C.) as the competent organisation within Europe to formulate recommendations to be achieved by aircraft communication and navigation equipment.
Such recommendations are generally coordinated with the United States Radio Technical Commission for Aeronautics (R.T.C.A.) before submission to E.C.A.C. for regulatory adoption by the Member States of E.C.A.C..
The equipment object of these studies is determined by joint agreement between E.C.A.C. and EUROCAE.
Recommendations concerning regulatory documentation other than MPS's (MOC's for example) may be also considered by EUROCAE.

RECOMMENDATIONS CONCERNING CURRENT OR FUTURE PROBLEMS

According to its aim EUROCAE is studying current or future problems which are pertaining to Electronics in Civil Aviation.
The problems to be studied by the Working Groups are selected by the Council; the guide line for this selection is the possibility for EUROCAE to achieve an original work, not duplicating the work already performed by other international or private organisations.

SELECTION OF THE SUBJECTS

The subjects to be studied are submitted to consideration and decision of the Council: as foreseen in the Constitution: 1) by the members of the Organisation, 2) by the members of the Council, 3) by the Chairman of the Working Groups.

J.C. BOUTON

(with the kind courtesy of the General Secretary:

General J. DAVID)

HUMAN AND ENVIRONMENTAL CONSIDERATIONS
THE AIRLINE PILOT'S VIEWPOINT

INTRODUCTION

1. The human and environmental (ergonomic) factors affecting the efficiency of the airline pilot within the system are discussed under the broad headings of:

a) THE CONTEXT-the relationship between the pilot's overall operating function and the sub-function of operating with the assistance of the Air Traffic Control System, although having to accept the constraints of that system.

b) THE EQUIPMENT-those factors directly concerned with the design of the equipment with which the pilot is expected to carry out the above sub-function.

c) THE AMBIENCE-those factors which affect his efficiency as a human being concerned with the overall tasks of working on an aircraft flightdeck.

d) JOB ORGANIZATION-those psychological and organisational factors which can affect his performance as a worker.

2. In any consideration of the future ATC system many lessons can be learnt from a critical examination of the present environment.It is necessary to point out that many of the deficiencies of present ATC systems are of an international character and stem from the fact that these 'systems' have grown up more like Topsy than to any preconceived total system design.
The result has been to pass on some of the problems experienced on the ground to the flight deck, bringing a confusion of regulation and equipment dependent upon the degree of 'control' exercised by individual States.

THE CONTEXT

1. The duties of an aircraft commander have been classified into six broad tasks areas, namely Command, Look-out, Flight Path Control, Engineering, Navigation and Communication.

2. The objective of the aircraft commander is to carry out each particular flight to the highest possible level of safety, with the subsidiary objectives of passenger comfort, keeping to schedule, achieving operating economy and minimising environmental disturbance to the general community.

3. The operating functions of a pilot imposed by the necessary requirement to adhere to the constraints and demands of the present Air Traffic Control System cannot be classified exclusively under any one of the six task areas in 1. above, nor any one of the objectives in 2. above. Instead, the requirements of the Air Traffic Control System are encountered in all six task areas and affect the achievement of all four objectives. Because of this pervasion, any tendency in the development of ATC systems and procedures to assume that, for all practical purposes, the sole task of a pilot is to follow tactical ATC instructions is quite unacceptable. At present, due to factors such as an unsatisfactory airspace configuration, inadequate navigational capability and significant variations in aircraft performance during climb-out, it is inevitable that ATC intervention in order to give changes of routing, altitude, etc., sometimes occurs at times highly inconvenient to the pilot. Any system which embodies such procedures, particularly in the early stages of flight, should be avoided at all costs.

4. It should be recognised by everyone involved in ATC planning that, whilst the requirements of the Air Traffic Control System are an important part of the total aircraft operation, only occasionally should they give rise to the dominant activity in any particular phase of flight. Consideration of 1. and 2. above should enable the relative precedence and timing of ATC functions to be determined for each phase.

THE EQUIPMENT

1. It is considered that the task of a pilot in relation to the Air Traffic Control System is twofold:
*Communications-the reception and acknowledgement of ATC messages
*4-D Navigation-the control of the aircraft to achieve the ATC clearance.

2. Communications
It is mentioned elsewhere in this report that the exchange of routine information within the system should be automatic, using established principles such as data link and SSR, with voice communications in a supplementary role. The following basic pilot requirements apply:
a) automated communications must produce an overall improvement in the air-ground communications service to the pilot.
b) automated communications must decrease the overall pilot workload.
c) there are five basic categories of message, and they should be handled as follows:
- Emergency Messages. These should be by means of pilot/controller voice communications, and not by using the automated communications system.
In an emergency situation, the automated system, in addition to continuing to handle routine air-ground data, should also transmit a signal indicating an emergency condition, receivable by ATC in less than 10 sec.

- Operational Messages requiring immediate response or action by the pilot.
These should be presented directly to him by suitable visual means and also, under certain circumstances, by synthetic voice, if and when this method is proven to be acceptable for airborne use.
- Operational Messages which do not require immediate response or action by the pilot.
e.g. meteorological and AIS (Aeronautical Information Serv.) information. These should be presented in an easily accessible location which will not cause distraction.
- Non-Operational Messages i.e. connecting passengers, catering uplifts, etc.
- Air-derived Information of a Navigational or Meteorological Character e.g. position reports and inflight wind/temp. data. These should be transmitted automatically machine to machine.

d) The system should be capable of producing the messages referred above in hard copy form.
e) Pilot input/output devices should be simple and self-evident to operate and interpret, particularly those associated with the messages referred to above.
f) Provision must be made for immediate transmission of an indication that a distress situation exists. This should be triggered by a single action pilot input.
g) Integrity of information interchange should be ensured by a suitable system for automatic detection and correction. Until this integrity is achieved operational messages must be acknowledged in a verified readback form. Initially, this may require voice communications.
h) Provision should be made, in both ground and airborne systems, for automatic warning in the event of malfunction of any significant element of the overall system, and, if necessary, for the reversion to voice communications by the affected aircraft and ATC unit.

i) There should be no incompatibility of equipment- that is, the most advanced airborne equipment must be compatible with the least advanced ground equipment and vice versa.
j) Any automatic selection by the ground station of airborne frequencies should be confined to transceivers used for communications purposes (i.e. not for navigation purposes).
There must always be a readout on the flight deck of frequencies so selected.
k) Information received on the aircraft equipment should be displayed until cleared by the pilot. Any messages subsequently received should then automatically, and successively, be displayed until the backlog is cleared.
l) Pilot messages (apart from f above) should be transmitted in a 'compose, inspect, amend if necessary, transmit' sequence.
m) The type of display required for the passive reception of information, as distinct from data requiring challenge and response could well be different - or a compromise combination may be needed.

The overriding consideration in all the above questions should be to ensure that the pilot is not given a major control task which may encroach on his attention to the primary task of operating the aircraft or which may increase cockpit workload, Therefore, all the ergonomic aspects must be optimised.

3. 4-D Navigation

It is mentioned elsewhere in this report that the system should be based on airborne navigation in four dimensions, using pre-planned non-conflicting three-dimensional flight paths, together with limited speed regulation within pre-determined ranges when necessary. The following basic pilot requirements apply:
a) The three dimensional accuracy and the reliability of the automatic pilot/area navigation equipment must be entirely within the performance limits specified for the system.

b) the quality of the 'ride' must be improved over present day VOR coupling, which is seldom used because of its roughness.

c) The route details should be fed into the navigation computer from time to time directly from a data store. The insertion of waypoints by entering co-ordinates via a push button keyboard should be a fall-back procedure rather than standard practise, because of error risk and time taken.

d) It will be essential to provide an appropriate feedback to the pilot of aircraft position in relation to its cleared flight path in both azimuth and elevation, e.g. by a moving map display.

The display must also have facilities for the checking of stored data, look-ahead, etc. The display must not be categorised as an allowable deficiency item.

The normal use of the above equipment must be designed by pilots, engineers and ergonomists so as to achieve a reduction in workload when compared with the present system of beacon tuning, track selection and heading control.

4. Location of Navigation and Communications Equipment.

The control panels for the area navigation equipment, the Moving Map display control panel, and the Automatic Communications control panel should all be located so that they can be used by any crew member. (as has occurred with aircraft currently fitted with triple I.N.S., this is achieved by the facility of remote operation, whereby any of the three control heads can be used to control any or all of the three navaid units).

The Moving Map display itself, and the communications printer/display unit should both be located where they can be read by any forward-facing crew member.

The following factors are considered worthy of mention under this heading. They are nearly all predetermined by considerations other than those of Air Traffic Control, but nevertheless are of considerable importance when assessing the factors likely to influence the pilot's performance in response to ATC system requirements.

1. Noise Level

Noise arises from three main sources i.e.:

- aural warning devices
- aerodynamic and system noises which result from the pilots workplace being located in a moving aeroplane rather than an 'ideal' office location.
- headset noise, wanted and unwanted communications, intercommunications and background noises.

Whilst system noise has reduced in recent years (incl. power plant systems) the aerodynamic noise has increased with increasing IAS (indicated airspeed) and the net level has remained much the same.

It is considered still to be too loud for optimum human performance even when wearing conventional head sets which act as earmuffs as well.

Due to the ad hoc system of today, radio telephony has now become virtually continuous on the main routes across Europe, and at most international airports in Europe.

This continuous conversation requires continuous pilot listening and thereby intrudes upon other tasks, especially cockpit checks and drills.
A high R/T level indicates t o many pilots a low level of success at airspace and procedures organisation by the regulatory authority.
The efficient pre-planning of operations would eliminate R/T saturation when used, inter alia, with a self evident ATC display system on the ground.

2. Temperature, Ventilation and Humidity.

Modern aircraft air-conditioning systems provide an excellent working environment in respect of temperature and ventilation rate, especially as it is usually under the direct control of the user.
However, on very few aircraft is the humidity controllable; it is often extremely low, requiring fluid intakes of up to one pint per hour to replace body losses.

3. Altitude.

At the present time the cabin altitude during the cruise phase is usually about 7500 ft.
The reduced oxygen level may necessitate additional breathing to achieve the required oxygen intake, and may reduce the pilot's performance from the ideal.

4. Lighting.

The lighting levels in the cockpit will of necessity be far from the ideal for the ATC-dominated tasks, such as control of area navigation equipment, reading of automated communications and monitoring of Moving Map displays.
The levels of lighting are determined by the need for external visibility during night-time low visibility approaches, at the lower end, and by the requirement to avoid temporary blindness following a lightning strike on the cockpit screens, at the bright end of the scale.

5. Vibration

The presence of cockpit vibration during turbulence reduces the ability of the pilot to carry out both visual and manual tasks, including writing. This factor has increased somewhat with long-bodied aircraft and difficulty in reading instruments is sometimes encountered in turbulance which, from other points of view, would be regarded as very light.

6. Confinement

The cockpit is a very small working place. The combination of closeness to one's workmates lack of freedom to even stretch one's limbs, continuous wearing of seat harness, inaccessability of toilets (plus waiting time!) and the general closeness of objects (thus precluding focussing of the eyes on distant objects) may at times cause a performance loss from the optimum.

The combination of the above factors result in a far from ideal working ambience.

These is little that can be done to improve them significantly, though small changes will occur in the normal course of progress. It is important to realise that the ambience of an aircraft flight deck is considerably inferior to that in, say, an electrical power distribution control room.

The effect of the above factors on the pilot's performance, compared with the same pilot's performance in conditions of ideal lighting and humidity at sea level, in a vibration free, open plan, soundproofed area should be taken into account when designing the cockpit interface equipment with the Air Traffic Control System.

PSYCHOLOGICAL AND ORGANISATIONAL FACTORS

It is essential that any Air Traffic Control System produces a 'safe, or-

derly and expeditious' traffic flow.
Pilot anxiety leading to reduced performance will result unless the system appears to be safe to the pilot. The target level of safety must be seen to be met, not by results (which are retrospective) but by the ability of the system to inspire the confidence of the pilot.
Operational safety depends upon not only protection from collision but also upon such environmental factors as turbulent wake and the ability to deviate around severe weather without a reduction in separation standards.
Currently, the non-availability of weather information on modern ATC radar displays often leads to the pilot being required to choose between ATC requirements and those described under 'CONTEXT'.

Anxiety about the safety of a flight can also arise from the different operational criteria applied by the State and the pilot (following his company directions). For example, despite some well known anomalies between the State's and operator's minimum safe altitudes, it appears that ATC units increasingly expect aircraft commanders to comply unfailingly with clearances based on the State's (usually lower) margins.

Any lack of orderliness about the system will manifest itself in reduced system performance on account of, inter alia, increased aircrew error factors.
As stated in the main report, the system must be a strategic one, requiring the minimum (if any) intervention in normal operations. Frequent intervention by ATC is an indication to the pilot of a lack of orderliness, and introduces anxiety, which can lead to increased error proneness at a time when errorfree action is most required.
As an example, last minute, and sometimes apparently unnecessary late instructions to the pilot to expedite take-off or, during landing to clear the run-way at a specified

turn off, can lead to a reduction in safety. This is because the pilot, having exercised his command functions and briefed his crew accordingly, could find himself committed to an unexpected and unplanned pattern of events.

Any unexplained delay found once engine-start approval has been given also indicates to the pilot a deficiency somewhere in the overall ATC system, whether due to a failure in the ground organisation, aircraft malfunction or other unpredicted causes. To alleviate this concern, if the system is to be affected during normal operations by lack of airspace, equipment, runway capacity or any pre-notified restrictions, then the delays should be absorbed prior to engine start whenever possible.
In-flight holding can appear to be an indication of the inability of the system to determine its own optimum flow rate, and thus once again causes anxiety to the pilot.
As a normal procedure, the reasons for any delay should be conveyed to the pilot as soon as these are reliably ascertained.
Generally, apart from acceptable speed adjustments, in-flight delays should not occur, unless there are circumstances which defy prediction.

Despite the desired lack of intervention by ATC, the pilot can become disquieted by a sense of isolation which results from long periods of absence of voice communications.

CORVETTE

A newcomer in the world of business and small transport jets: the CORVETTE, a light twin-jet, foreseen mainly for private or commercial transport of passengers and small freight:
-business aviation
-charter carriers
-3rd level regional carriers

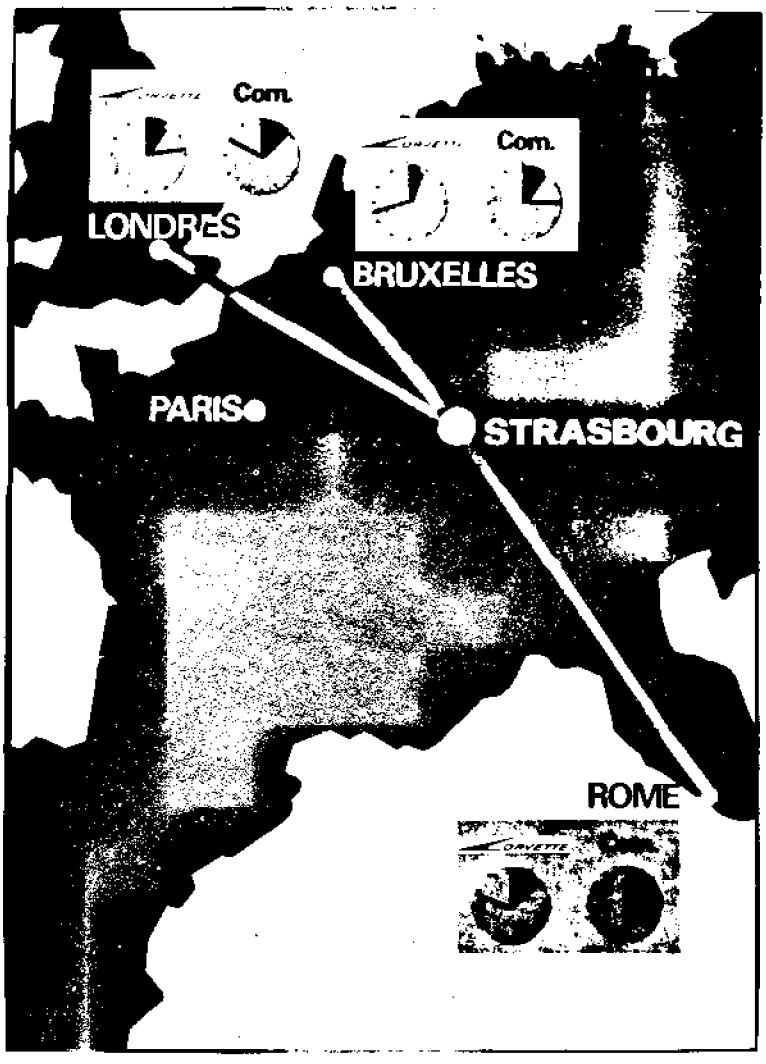
First flight on 20-12-1972, it has been conceived to give its customers the most operating facilities, having the most spacious cabin of its class.
It can carry 10 PAX with identical comfort than airliners toilet, luggage-racks. In high density operation, it can take up to 14/15 PAX.
Apart that, different specialized versions (school, calibration, first aid, post, etc.) are available.

Its turbofan engines PRATT & WHITNEY JT 15 D4 from UACL (10 dB lower than FAR + 36 specifications) are in the line of the new quiet and not polluting jet engines and provision for the SNECMA 'LARZAC' is made available.
The conception, low engine consumption and reduced maintenance allows CORVETTE a minimum operating cost, while giving it a travel cost lower by 50% to that of other aircraft in its class, and still having a landing speed of 90/100 Kts (like the Beech 99 or the Twin Otter).

Nearing the travelling cost of an airliner, it enables a greater on schedule flexibility and an important time gain.
CORVETTE is also able to land on runways which are too short for actual jets.
It has received FAR 25 certification like AIRBUS 300B, CONCORDE, DC10, B747.
Its flying characteristics can be compared to that of a light twin-piston aircraft.
Max. range (economic cruise + 45' hold)
-with tip tanks 2450 km.
-without tip tanks 1480 km.
at an average economic cruising speed of about 420 Kts (TAS) or Mach 0.75.

It is presently operated on AIR FRANCE Routes Lyon-Brussel Lyon-Düsseldorf etc., also by the French Protection Civile, AIR ALPES, AIR ALSACE, ALSECNA Africair, AIR CENTRE (U.S.) on commuter and charter flights. Its price of 1.3 million dollars is fairly low in respect of the actual twin-jets sold on the market.

Next step at AEROSPATIALE is the CORVETTE 200 (fuselage longer by 2 meters, 18 PAX, more luggage, at total take-off weight of 8500 kg.,-2tons more than CORVETTE 100- to fulfill the requirements of many companies regarding the replacement of the aging Beech 99).



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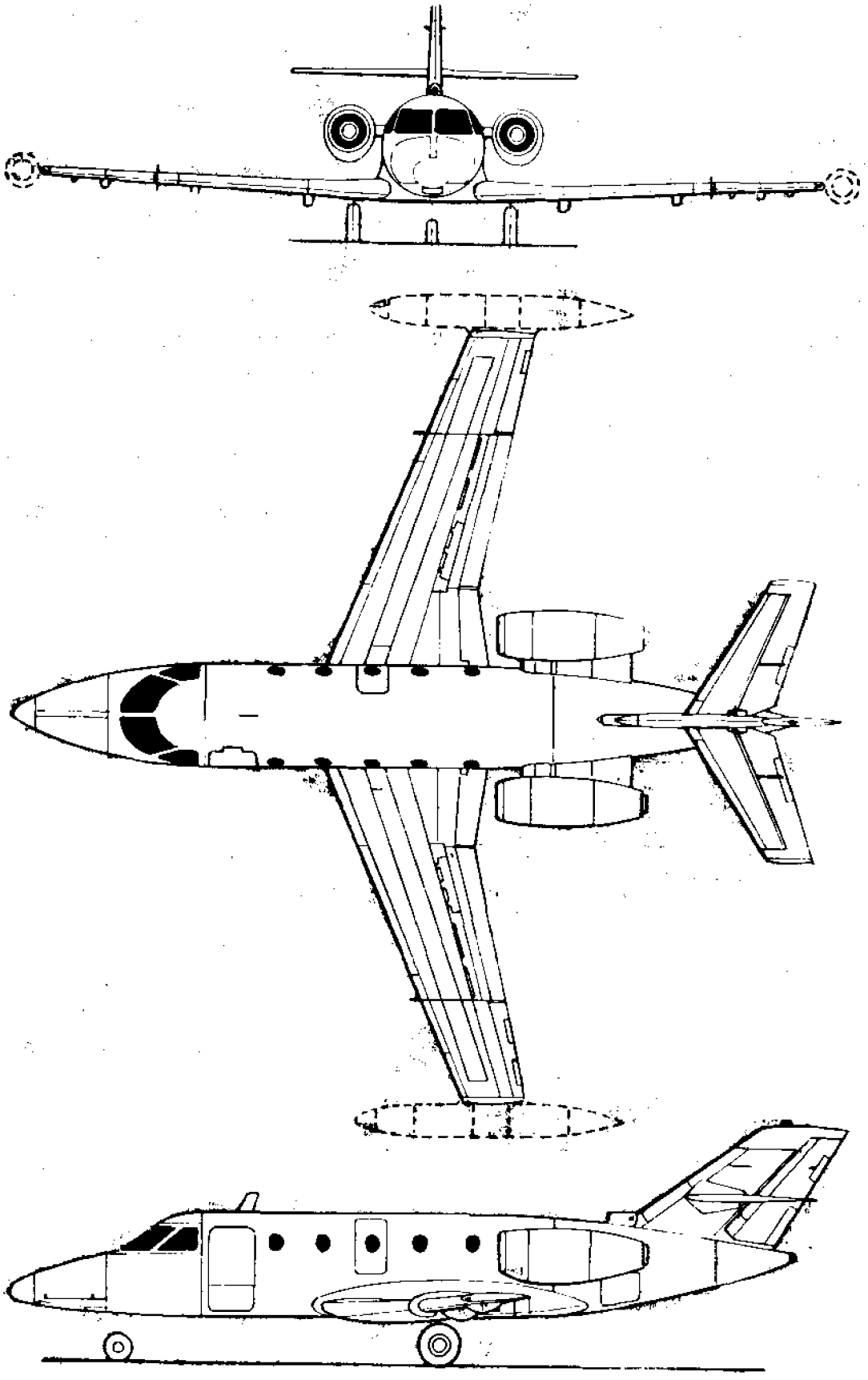

Outside dimensions	
total length	13.83 m
height	4.23 m
wings surface	22 m*
undercarriage	5.22 m
-in length	2.57 m
-in width	

Dimensions Passengers Cabin	
length	5.73 m
height	1.52 m
width	1.56 m
volume	10. m*
door -height	1.30 m
-width	0.71 m

Weights	
Max. admissible on take-off	6100 kg
max. on landing	5500 kg
empty equipped	3600 kg
normal fuel	1325 kg
fuel with tip tanks	1875 kg

Take-off			
Balanced runway length: (FAR 25 à 6100 kg)		Eng. P&W JT 15D4 2x1050 kg	Eng. SNECMA Larzac 2x1250 kg
ISA	Z=0	1250 m	985 m
ISA +10*	Z=0	1325 m	1030 m
Take-off distance (FAR 23 a 5700 kg)			
ISA	Z=0	910 m	720 m

Landing distance		
ISA Z=0	630 m	630 m
Max. Cruising Speed	800 km/h (432 kt)	870 km/h (470 kt)
VMO/Mmo (CAS)	648 km/h 350 kt/0.77	648 km/h 350 kt/0.77
Approach speed	185 km/h (100 kt)	185 km/h (100 kt)
Max. separation altitude	41000 ft	43000 ft

J.C. BOUTON

PILOT CONTROLLER FORUM 1975

Considerable work will be involved in the domestic items to be arranged.

Welcoming and escorting guests , keeping with local transport and possibly accomodation will be a few of the typical important de--tails associated with the Forum. Indications of voluntary assistan--ce for the various functions will be greatly appreciated .

The Guild annual Ball will take place on the evening of the 24th October . We are sure that many of the Pilot Associations representatives will stay on for the evenings entertain--ment.

FORUM TIME/TABLE PLANNING

"23 Octobre 1975 "

10.00-13.00 : Arrival, reception, visits, Eurocontroller film.
13.00-14.00 : Lunch in the centre.
14.00-19.00 : Continuation of the arrival, break, check-in for the hotel accomodation.
19.00 : Forum.

"24 Octobre 1975 "

10.00-13.00: Visits.
14.00-16.00: Forum conclusion.
20.00 : Annual Party.

ORGANISATION of the PANEL

Chairman : D.W. WATKINS

Standby Chairman : B. SMEETH

Member n1: Eurocontrol MAS-BRU	Member n6: German Association
Member n2: Eurocontrol MAS-HAN	Member n7: British Association
Member n3: Belgian Air Force	Member n8: Belgian Association
Member n4: German Air Force	Member n9: French Association
Member n5: Dutch Association	Member n10: Skandinavian Asso.

The Forum will be held in the Canteen on 23rd October. It will start at 19.00 and will normally last till 23.00 . It could be prolonged if the audience would agree, we trust that the Chairman will use his discretion in this respect.
The discussion themes could also be made public in advance by means of the posters and publications to members and other interested parties.

- Some questions for discussion theme:

Operational

Delay - Flow Control - Holdings - Strict adherence to route(no short cuts?) - Excessive vectoring? - Non availability of requested FL= FL allocation? - Climb and descend profiles.

Technical

Navigational problems? - The use of intersections as turning points? - System requirements: the mandatory use of SSR ?-

- Wich are the problems with regard to military traffic ?
It is clear that Maastricht OPS can in this respect only comment on CAT and civil-military liaison.The military Panel members could be invited to comment on surveillance and liaison with regard to OAT, Tacan and VFR traffic and also on Military activities in restricted areas.The Pilots could be invited to comment on the info. given By Maastricht.

- What type of improvement could be made?

Operational

If Flow Control or Restrictions or PPO are not interesting, which alternate would Pilots prefer?

Could traffic be kept on the ground for 1 hr. and get the requested FL or depart immediately and stay low ?

Could RT procedures be changed ?

Omit position report fully introduced ?

Could clearances be reduced (RT) ?

We are sure that the very high attendance, representative people, pilots and controllers will be too happy to contribute in any way possible to any developments of improved usage. This would certainly develop mutual co-operation and understanding between two professions having the same aim ; Safety in the air.

COMMITTEE &§ 1975-1976 &§

Administrative Committee .

President ; B. SMEETH

V. President : R. BARTLETT

I.L.O. : R. BARTLETT

1 Secretary : Y. GORDES

2 Secretary : J. CASTENMILLER

1 Treasurer : A. DAVISTER

2 Treasurer : G. DITTMAR

Chairman OPS : RALSTON S.
BUCHEWSKI - DANDER

Chairman SOC/CULT. : G. DEBRUYN
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Chairman P.R.O. : R. PAUWELS
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Chairman LEGAL C. : J. FAESEN
H. HUIZER

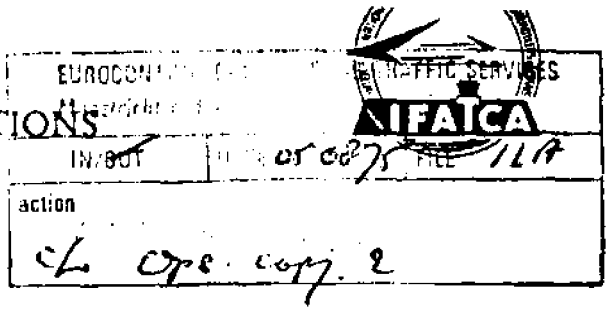
Editor "INPUT" Magazine : J.C. BOUTON
H. HUIZER-M. BREMMERS-M. GERMANS-P. DOMOGALA

About OPS COMMITTEE

Stuart RALSTON (Hannover Sectors), as new chairman, is energetically proceeding with revitalizing the OPS Committee and is busy with study papers on subjects including sectorisation and training. Notices in the OPS room will reflect the Committee activities and will hopefully arise interest.

INTERNATIONAL FEDERATION

OF AIR TRAFFIC CONTROLLERS ASSOCIATIONS



Ref: 4/02

President: J-D. MONIN

Mr. K. Hammerskjold
Director General IATA
1155 Mansfield Street
Montreal 2 P.Q.
Canada

45 Ottoline Drive
TROON KA10 7AN
Ayrshire
Scotland UK

15th July 1975

Dear Mr. Hammerskjold,

IATA RESOLUTION No.200

The weary business of asking for the profession of Air Traffic Controllers to be recognised by IATA and for your Resolution 200 to be amended in their favour has gone on for a decade or more. Consequently Controllers gathered in Melbourne for the IFATCA Annual Conference 14-18 April 1975 passed the Resolution at Appendix "A" to this letter. By now you may have heard about this through other channels.

Most thinking aircrew and aviation administrations acknowledge the Controller as the third crew member on the flight deck and this fact will become more apparent in the future when automation of the Air Traffic Control System places an even greater responsibility for safety in his hands. IFATCA's co-operation with ICAO grows daily on technical matters as our acceptance of their invitation to sit on the recently formed MODATS and SMCCS Groups illustrates. Such a wise move as this by ICAO is bound to be beneficial to all airspace users.

Last year at our Tel Aviv Conference your representative stressed the need for controllers to assist in the saving of fuel. The implication was strongly resented at the time since the delaying of aircraft's flights in the air or on the ground is inimical to controllers' interests and outlook as professionals. If it were not for controllers' efforts around the world the high runway utilisation rates achieved to date would never have occurred. This effort is matched by the combined discipline and skill of the aircrews who work so closely with us. IATA, with other Groups and Companies have thereby profited. Where industrial disputes are concerned IFATCA has been prime in the role of mediator on the grounds of safety, and we have achieved a good record in this field although we are a non-union body.

The weariness of Controllers as mentioned in my opening paragraph has now crystallised into their world demand for action in this matter and I am directed to request formally IATA's reconsideration of the above Resolution 200 as amended in Appendix "B" to this letter. I trust something can be done at your forthcoming Conference in Oslo.

Yours sincerely,

T.H.Harrison
EXECUTIVE SECRETARY

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