

INPUT



EGATS QUARTERLY

SPRING '79

Input

Egats Quarterly Magazine

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All contributions to INPUT are welcomed.

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Output

Brickbats and Bouquets

As most of you are now aware my predecessor, **Mick Lewis**, has resigned from Eurocontrol in order to take up a position as a trainee controller in the U.K.. I am sure that you all join us in wishing him and his family all the best for the future.

To the best of my knowledge the British CAA is the only one of the Eurocontrol national authorities which has accepted Eurocontrol training as being of a sufficiently high standard to meet ICAO recommendations. This despite the fact that the Institute in Luxemburg is equipped to very high standards and that the instructional staff is largely composed of instructors from the national administrations.

The point being made is that, despite all protests to the contrary, there appears to be considerable resistance to any form of Europeanization, whether it be of training standards, of equipment or of operational procedures, amongst the national administrations. It is the inertia and self-interest of the administrators that must be overcome if the Agency is to survive as anything more than a revenue-collecting mouthpiece behind which the member states can hide when the time comes to increase route user charges.

Career prospects with Eurocontrol are at this time ZERO and appear to be going nowhere but down – Mick is not the first controller to resign because he sees no future here and I am certain that he will not be the last. I have a recurrent nightmare, I am sure you all know the one, where I am sat in the Ops. room on a busy summer's day completely alone because the almost megalomaniac attitude of those who will decide our fates has driven everybody else to resign.

As summer approaches the voice of the flow controller (Traffic Restrictor?) can be heard even louder throughout the Ops. Room as he wheedles, cajoles and finally threatens in order to obtain onward clearance for traffic.

It is therefore fitting that a large proportion of this edition be taken up with the problems of the Spanish controllers as most of the flow control problems in 1978 were for traffic heading towards Spain and Portugal. The U.K. had its problems as well during the year due to a strike by the assistants leading to further hair loss at Maastricht as pilots changed destinations with gay abandon – „Well we'll divert to Gatwick if we can, if not we'll go to Brussels or maybe to Ostende and then overshoot and go VFR to Manston and then divert to.....“

Transcendental Meditation

In his last „Output“ Mick Lewis wrote about this interesting practice at some length. For those of you who wish further information the address to contact is:

The Ministry of Health and Immortality
World Government of the Age of Enlightenment
International Capital of the Age of Enlightenment
Seelisberg
Switzerland

and not EGATS. Alternatively M. Ben Pirard of the Belgian Guild who was a speaker at their 1978 Conference on Aviation, Pilot Training, and Air Traffic Control may be able to help you. As he is a member of IFATCA Standing Committee IV (Human and Environmental Factors) he can probably be contacted during IFATCA 79.

P.S. Using T.M. it is claimed that you can learn to fly – no aircraft necessary. Write now and beat the Flow Control Restrictions.

I. Guild

ARTS II enters service

On December 12, last year the first ARTS II (Automatic Radar Traffic System) was commissioned at Toledo Airport in the U.S.A. This is the first of 77 sets built by Burroughs Corporation which will be installed at airfields where the traffic is not sufficient to warrant the larger Sperry-Univac ARTS III system which is installed at 64 U.S. airfields.

Secondary radar data is processed by the ARTS II system to generate labels on the controllers' display. Just like MADAP.

Apology

We wish to apologize to „Flight International“ for not mentioning them as the source of the article „Landing Cats?“ in the last edition.

did send me to hospital he considered sufficient. That is his prerogative. Another point that has been brought to my attention is the Medical Claims Office's lack of knowledge of each country's system. Whilst in the U.K., the wife of one of our colleagues went to an optician for an eye test. The optician prescribed glasses which were collected a few days later accompanied by the necessary bill. On his return the usual paperwork was duly sent to the Medical Claims Office who, without delay, sent it back with a note attached requesting a prescription from an eye doctor. They were obviously totally unaware of the fact that in the U.K. the optician is a one man band (he'd never make a union man!) in that he does the testing, the prescribing and the production. Reimbursement was finally agreed on dependant upon production of a detailed prescription. Nevertheless, the Medical Claims Office's ignorance of the British system meant a delay in reimbursement - not always a speedy procedure at the best of times.

That brings me to the subject of reimbursement of large sums. What should one do? Pay the bill and accept the overdraft until reimbursement is accomplished, or hang on to the payment until Headquarters pays you. Either can be a lengthy and even embarrassing procedure.

Should the need arise, an advance may be granted at the discretion of the Medical Claims Office and the Medical Officer. What power this man has. He can not only influence your life (or death) but your financial situation too!

Lastly, I recently needed to refer to a medical bill from two years back. No way.

Would it not be an idea for the Medical Claims Office to photocopy the bills and to then return the originals from whence they came?

The point I have tried to make is that medical expenses increase along with the cost of living whereas our Insurance Scheme is allowed to stagnate for lengthy periods. The system requires a certain amount of revising and the reimbursement process needs to be speeded up.

Hopefully this will stimulate comment from an appropriate person, but please, not a bureaucratic response like last time!

P.J.H.

Dear Sir,

Your article on London Centre (LATCC) included in the October edition of your distinguished magazine evoked particular interest and comment from air traffic control personnel in the Maastricht UAC, and I suspect, from many other ATC staff throughout Europe and further afield. So much so, that I am prompted to write to inform you that, unwittingly, the article, has to an extent, affronted the professionalism of control staff outside the United Kingdom who perform their duties with a dedication, training and qualification less than equal to U.K. ATCO standards - or so the article is interpreted to infer. „Peace at last“ stated to be the standard pilot comment on entering the U.K. FIR is thought to be,

with respect, subjective and suggests a corollary that prior to entering the London FIR, aircraft have been flying through a kind of ATC limbo fraught with peril. The same would apply of course to aircraft leaving the „peaceful“ London FIR and I wonder whether there is a standard pilot comment for this transition.

The description of the London Air Traffic Control Centre and its staff is profuse with superlatives, albeit the reference to West Drayton as the most advanced Control Centre in Europe has been tempered somewhat by the inclusion of „probably“. The „jointness“ of military/civil coordination is applauded by controllers everywhere, but is not necessarily a unique feature of the London FIR and I feel sure that a measure of charity is applied by those controllers familiar with the Dover - KOK - UG1/Claughton - Dover - Tacan G1 „front line“ situation where jointness is sometimes absent.

The provision by LATCC of a **positive** radar control service is particularly noteworthy and would seem to suggest something better than just plain radar control service.

The traffic figures for West Drayton are impressive by any standards and it is not the purpose of this letter to question the excellence of LATCC, but rather to convey a reaction provoked by what is seen as ATC „trumpet blowing“.

Maastricht UAC, as aviation personnel will know, has its own special features, which modesty forbids are not included in this letter. Its operation and evolution is based on supra national rather than super national considerations of the ATC problem. May I add that as an ex-LATCC controller I have been privileged to control aircraft on both sides of the U.K. FIR boundary and have reason to believe that „jointness“ in its broadest sense can, does and should extend beyond national boundaries.

I am,
Yours faithfully,
B. Smeeth A.M.R.Ae.S.
President,
Eurocontrol Guild of Air
Traffic Services.

This letter was written to „Flight International“ in reply to an article entitled „Peace at last“. The letter was never published.

In the cockpit

The radar controller's voice could be heard in the background becoming more and more irate. First Officer: „Some fool's not listening to the frequency!“ Captain: „That fool's you. It's us that he's calling.“

ATC in Suriname

Suriname, independent since 25th November 1975, is situated at the northern coast of South America. Size 181.455 km² (which means $\pm 2\frac{1}{2}$ times as big as the Benelux area). There are ± 250.000 inhabitants consisting of Creoles, Hindustani, Javanese, Indians, Chinese and Maroons.

It grows rice, sugar, bananas, citrus and coffee. Industrially seen bauxite/aluminium is very important. Oil as well is exported.

The shrimp fishing industry is gaining in importance. Suriname has 2 major airports:

„Zandery (MEZY)“ for international traffic and

„Zorg en Hoop (MEZO)“ merely for domestic flights. In total there are 40 uncontrolled landing strips in use.

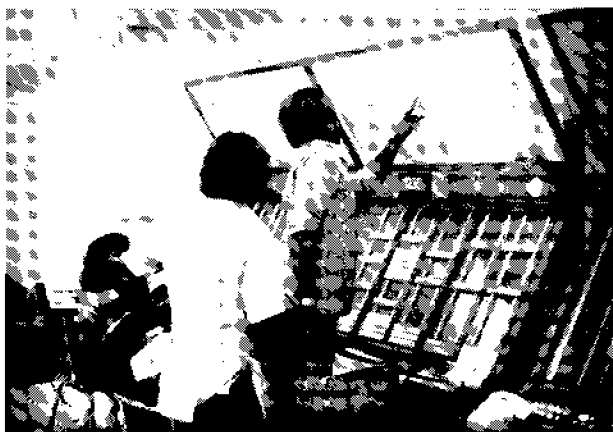
The traffic at MEZY and MEZO is handled by VHF. HF is used for long distance flights as relay stations on VHF are not available.

Traffic load:

at MEZY: $\pm 15-25$ a day

MEZO: $\pm 40-60$ a day

ACC handles ± 40 a/c a day, but with South America becoming more and more important these figures are increasing (1976-1977 : 40%).



Equipment:

1 direction finder at MEZO, which is not used.

2 NDB's: PB-Paramarita

PZP-Zandery

at Zandery: VOR/DME

ILS/DME (cat. 2)

Vasis

There is no radar available at this time, neither is there any foreseen in the near future.

The total of 39 controllers handle the traffic not only above their own country, but as well above FL 200 over French Guyana and further Eastbound till halfway the Atlantic (DAKAR control) and Northbound till $\pm 8^\circ$ N.

Rather a big area in which we see several airways:

UG3 + UG4 leading to Rio de Janeiro

UA31 / UG5-6 leading via Brasilia to Rio de Janeiro

A16 Venezuela - Georgetown - Suriname - French Guyana

A22 leading to North America.

Although the amount of traffic is not much, it is in-

creasing constantly. In the near future the Suriname ATC management will therefore have to take steps in order to handle the traffic safe and expeditions.

The Search and Rescue is based at Zorg & Hoop, and equipped with Selcal, HF (all frequencies possible) with a power of 1 KW.

This is about all we tell you about Suriname. You will have the opportunity to meet our friends at the Brussels Conference.

Groovy place for a nightcap

WARREN, R.I. (AP)

Attendants at Leon Avila's gas station have learned that one man's pothole is another man's gold mine. The potholes on Route 136 next to the gas station are huge; some reach six feet in diameter. When passing cars hit them, hubcaps frequently bounce off and into attendants' hands.

„Everyone stands around and watches the hubcaps fly at night“, said Avila, whose collection has reached 50.

There is no truth in the rumour that he is planning to open a branch on the approach road to Maastricht UAC.

Acrimonious acronyms

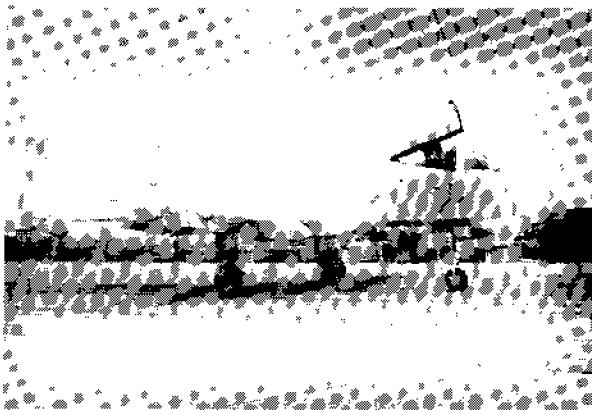


Photo by P. Vercruysse

When the USAF were casting around for suitable names for their Fairchild A-10 close-support aircraft, one wag came up with *Slab* and *Bullfrog*. Both very appropriate, say the anti A-10ers, who feel the aircraft may not withstand heavy groundfire, because *Slab* stands for Shot-down in the Landingzone And Burning, and *Bullfrog* means Big, Ugly, Low-Level Flaming wReck On Ground. Actually, the USAF top brass have settled for Thunderbolt II..... or a pair of Jugs.

From „Pilot“

Report IFATCA Regional Meeting Western Europe 22- 23 November 1978 Madrid

The fourth Regional Meeting was hosted by AFECCA and this was done in a perfect way and this considering that AFECCA was only accepted as an IFATCA member in Copenhagen 1978; may be an idea for EGATS to host one of the future Regional Meetings?

EGATS was represented by Jan van Eck and Tom van Hal.

The usual agenda item Domestic Problems was on this meeting often related to another agenda item, namely Solidarity between MA's.

For EGATS there was still the unanswered question from the 1977 Meeting in Lisbon, whether or not the President of IFATCA had received a reply from the Dutch Minister of Transport of those days on his letter pointing out the situation concerning the continuation of Eurocontrol and especially the executive function of the Maastricht Centre.

Since the Vice-President Technical could not be present at this Meeting because of sickness, the question again could not be answered but in my opinion we can expect very little action from the side of IFATCA, which is very sad because EGATS is always contributing positively to IFATCA but apparently IFATCA (in this case) is unwilling to commit itself politically.

Other problems EGATS brought up were that since 1975 there has been no recruitment for ATC staff, which, with control staff leaving, people getting older, not even thinking of sickness and leave, can lead to understaffing in the next two or three years where at that time it will already be too late for recruiting new personnel taking into account the time necessary from recruitment until being fully qualified Controller or ATS: the fact that promotions are largely depending on the budget of the Agency.

Germany, under the same item, stated that IFATCA is advertising solidarity but if a MA is in severe trouble their experience was that very little help, if any, can be expected.

The meeting agreed that at the forthcoming Brussels Conference a decision has to be taken as to the point whether or not the Zagreb Fund or part thereof could be renamed, since the Yugoslavian association is not accepting the money, and make it available to the VDF to support them and help pay the costs of judicial advice.

Since the meeting was back on the subject solidarity EGATS supplied all MA's with a copy of Mick Lewis' superb editorial „Output“ from our last Input issue titled „Will they ever learn“ showing that through publications every MA could contribute to

another MA's case.

Denmark produced the paper containing amongst others the problems about early retirement, reduced working hours and personell shortage, a paper that has been on our publication boards and does not need any further explanation.

The result of the action as described in the paper was experienced last year December and of course created delays but on the other hand the Danish controllers did their utmost not to trouble their colleagues in adjacent centres too much e.g. by accepting a/c not complying with slots and allowing them to lose time en-route to meet their slots and not as is very often experienced in other actions to simply refuse the a/c until the correct time is met. The Netherlands amongst others brought up the problem of proficiency checks and the way they were carried out.

The Dutch Guild, together with their Union, tries to create a better way to perform these checks than they are done now, the same way as they are done in our Organisation namely by Supervisors during work.

Switzerland stated its disagreement with the amount of traffic that had to hold in the Swiss airspace due to the French action last summer, amongst others created because of the fact that not all controllers were applying the same traffic-restrictions, and here I can refer to the action of the Danish controllers, which, to my PERSONAL opinion has been performed in a more „gentlemanlike“ way vis-a-vis their fellow controllers in adjacent centres than has been done by some, of course not all French controllers during their action.

On the technical matters, France is preparing a WP for the forthcoming IFATCA Annual Conference in Brussels about „Callsign Confusion“.

APCA could not yet give statistics as to in how many cases callsign confusion has led to incidents, but this will appear in the final WP.

EGATS, through Jan van Eck, will produce a WP for the above mentioned Conference together with inputs from GATCO and the Danish association combining two WP's still in the working programm from last years Conference in Copenhagen, namely Blocking of R/T Frequencies and Loss of R/T Communication.

To sum up the meeting: the Domestic problems will be taken to the IFATCA EB, on the Technical part; quite an amount of outstanding work will be finished at the Brussels Conference. I may finish with the conclusion that the IFATCA Regional Meetings more and more prove their importance because of the fact that the number of participants is smaller than on the Annual Conference and therefore these meetings are more informal and especially in Western Europe where we have a very active Region very well led by a very active Regional Councillor, Bjarne Nilsson, this leads to the situation where a lot of work can be prepared which very easily can be finalised at Annual Conference without the need to be referred back to the various SC's as has been the case so very often in the past.

Tom van Hal

Madrid Control

In the hills just outside Madrid you will find Madrid ACC. At first sight and illuminated at night it looks like a millionaire's villa. Only the antennas beyond the house might reveal its real purpose. The house was built by German troops during the Spanish Civil War and during WW II it was used as a DF-station to check up on allied shipping movements. Through a network of corridors and stairs you reach the Operations Room.



At one end of the room there is a huge supervisor's desk and along the walls are the working positions. The Iberian peninsula is divided into three FIR's; Barcelona, Madrid, and Sevilla. Originally traffic

overflying the Sevilla FIR was handled by Madrid ACC, but due to the high amount of traffic this part of the Madrid FIR is now delegated to Sevilla.

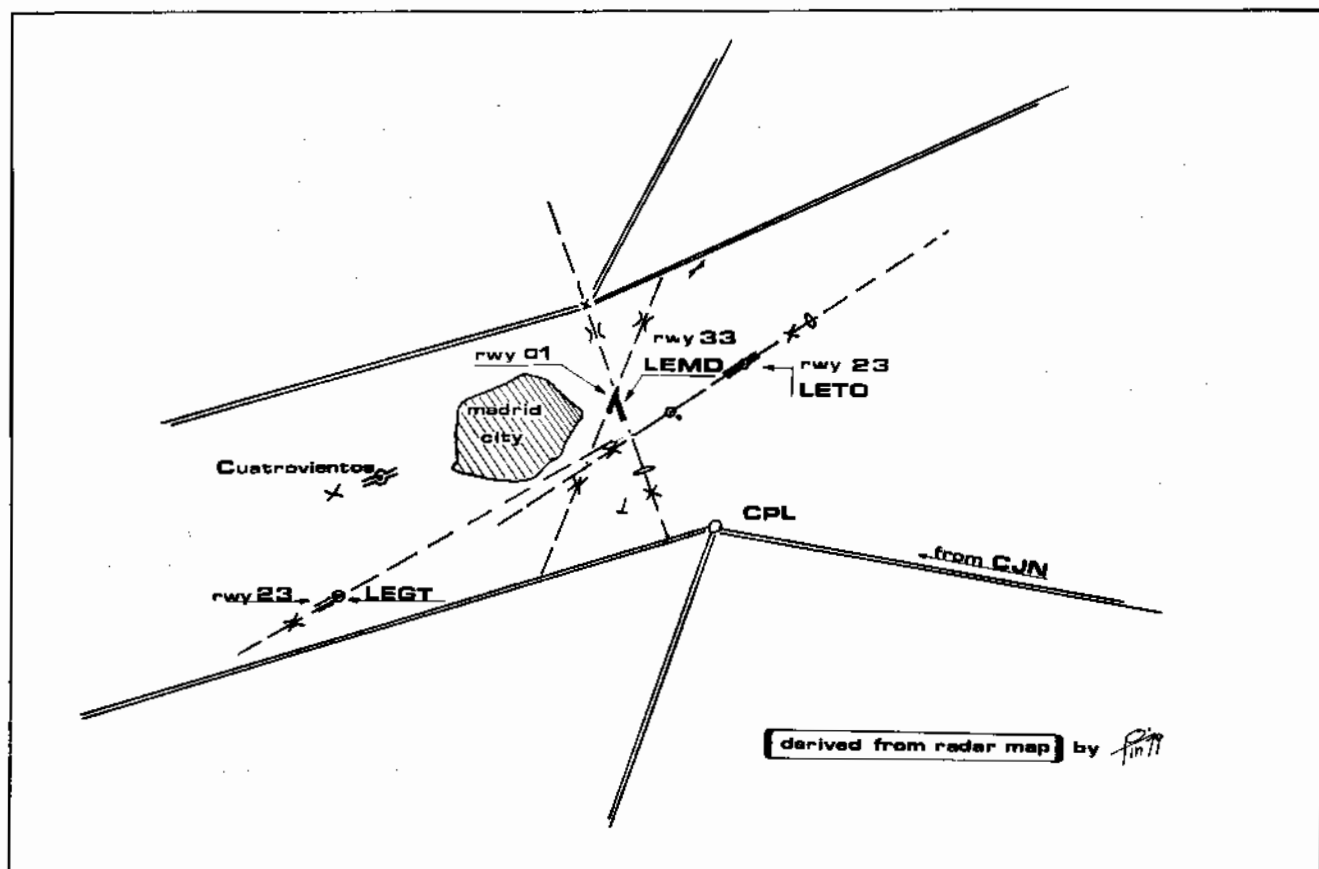
The en-route sectors take up the greater part of the Madrid OPS-room. To mention a few: STG-sector, ZMR-sector, BLV-sector, and the CJN-sector. The airspace division looks satisfactory. If one, however, sees that due to a lack of reliable radar-coverage procedural control has to be executed in the STG- and ZMR-sector and that actual radar-control can only be provided within approximately a 60nm radius around Madrid, thus going just 20nm east of the most complex point of the Madrid FIR, Castillon CJN, one quickly realises that Madrid is far from being an easy place to work in.

Let us have a closer look at the CJN-sector.

Through this sector passes: all N-S traffic, all east-bound departures from Madrid, all arrivals to Madrid from N, S, and E, practically all traffic to and from Barcelona FIR. CJN is located at the crossing point of several AWY's. It is obvious that great problems may arise at this point at which a great number of vertical movements take place and adequate radarcoverage is not available.

In addition to the en-route sectors the OPS-room in Madrid also houses the APP to LEMD, LETO, LEGT and the VFR-field Cuatrovientos.

The above displayed situation makes clear that the APP controllers at Madrid really have a hard job. RWY 33 is the only RWY equipped with a reliable ILS. All aircraft on the approach to RWY 33 at

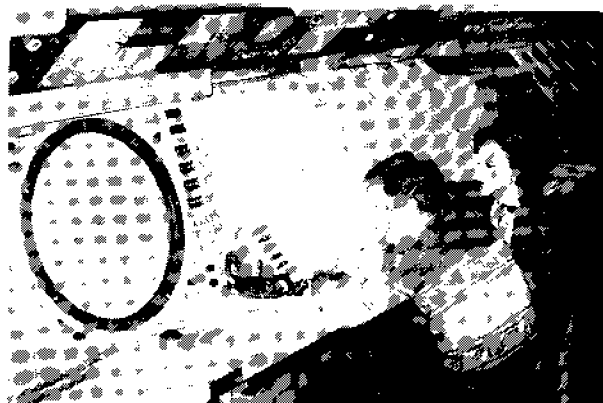


LEMD are in automatic conflict with departures from RWY 23 at LETO and it has happened more than once that aircraft which were cleared to land on RWY 23 at LETO went to LEGT and the other way around. Aircraft taking off from Cuatrovientos, VFR, call Madrid APP for IFR-clearances, etc. Anyone can go crazy in a situation like this.

According to most controllers I spoke to, the technical equipment leaves much to be desired. For the past two years no primary radar has been available, SSR coverage limited to within 60nm of the antenna head. In case of rain there is a great chance of losing radar and communications facilities for 10 minutes.

At Sevilla this once happened for one hour.

The STG- and ZMR-sectors work with a kind of synthetic radar display which is not computer linked but which gives them a symbol with mode A and C display. For reasons mentioned above and the fact that no back-up system is available it is used to provide a monitoring service only. Those sectors which use the radar for control service have to apply a minimum radar separation of 15 nm.



In the Spanish FIR all military traffic is VFR and coordination is made to obtain a clearance to cross civil routes. There is no direct exchange of information on civil traffic like in Maastricht.

So far for the technical facilities at Madrid.

The restroom for control staff at Madrid is about half the size of the canteen at Maastricht Centre. In this restroom the controllers spend their day and night breaks. The latter being spent in exactly the same way they are spent in our centre, except for the supervisor. Adjoining the main restroom there is a small but comfortably equipped room for his use during night breaks. Furthermore there is a huge meeting room, like a theatre, with some 60 seats, which is used for guild-meetings etc. At the time I was there one of the controllers showed his holiday movie to some colleagues. A canteen is available too. If I say available this really means available. The opening hours are established in relation to the operational and not to the office requirements. Every day of the year, so even on public holidays when the offices are closed, the following opening hours apply: 07.00-10.30, 12.00-16.30 and from 18.00-22.30.

Maybe an idea for our canteen committee?

Finally I would like to express my thanks to the controllers in Madrid centre who not only showed me their place of work but also showed themselves great hosts giving me an impression of Madrid City.

F.J. le Noble

18th Annual Conference

of the International Federation of Air Traffic Controllers' Associations
Brussels, Belgium, 22-27 April 1979

Tuesday 24 April 1979

0900 - 1200 Working Sessions
1200 - 1330 Lunch
1330 - 1500 Working Sessions
1530 - 1830 Technical Panel
2030 Social Function

Wednesday 25 April 1979

0900 - 1200 Working Sessions
1200 - 1330 Lunch
1330 - 1700 Working Sessions
1800 Social Function

Thursday 26 April 1979

0900 - 1200 Working Sessions
1200 - 1330 Lunch
1330 - 1900 Working Sessions
Evening at leisure

Friday 27 April 1979

0900 - 1300 Working Sessions
1300 - 1430 Lunch
1500 - 1700 Final Plenary Closing Session
1800 Departure to Leuven for Farewell Party

**Make BRUSSELS
your rendez-vous
for 1979 !**

IFATCA - Standing Committee V

Recruitment and training of Air Traffic Controllers

A standing committee is a permanent working group established to study any subject which has a direct bearing on the profession of air traffic control. In order to facilitate its work a standing committee usually issues questionnaires to Member Associations (MAs). Study and evaluation of the material collected is prepared as a working paper and submitted to an IFATCA conference. The working papers are classified as study, information or guidance material. The recommendations proposed in working papers are voted on and may become IFATCA policy. Member Associations should endeavour by all practical means to promote the realisation of IFATCA policy within their home countries. This can be achieved by MAs establishing and maintaining close and constant co-operation with the respective national pilot's organisation, national government (especially the competent authority for aviation) and with the national electronics industry. There are seven standing committees of IFATCA but it is proposed to review here only one – Standing Committee V (Recruitment and Training of Air Traffic Controllers).

The committee was established in 1968 with Canada holding the chair. In 1974 Australia took over responsibility until 1977 when they resigned from the Federation. Since 1977 the Eurocontrol Guild has provided the chairman for this committee. In 1978 Denmark and New Zealand joined EGATS and it is hoped that they will continue together in 1979/80.

The terms of reference for Standing Committee V are:

1. To investigate and, if possible, to determine appropriate standards for ATC training as it relates to the various levels e.g. ab-initio, VFR, terminal, en-route etc.
2. In addition, consideration should be given to course content, entrance standards to ATC and any other related matter felt pertinent by the committee.

IFATCA policy relates to training courses, entry qualifications, curriculum for training to licensing standards, on-the-job training and assessments, training after licensing and validity of controller licence.

In 1977/78 SC V prepared a working paper on „The provision of training for the OJT coach” which recommended that OJT coaches should be specially selected on the basis of experience and aptitude and that they should attend a suitable course of instruction. A second working paper, „Consolidation after validation”, recommended that after validation on an operational sector a controller should work

on that sector for a period of time before proceeding with further training. It was also recommended that no controller should engage in training student-controllers unless he has at least two years operational experience himself.

During 1978/79 SC V has been gathering information and exchanging comments on the following subjects which have now been presented as working papers.

- (i) Determination of what link, if any, exists between the training schools and operational units – training has to be seen as a whole and strong links established between all phases of the ATC training. Reasons for failure are seldom sought. Refresher training for instructors is very important as is proper selection.
- (ii) Examination and Validation Procedures – a balance is suggested between pass/fail examinations and assessments. Sometimes students are not permitted to re-sit examinations. Not all MAs are satisfied with current examination procedures.
- (iii) Study of Automation – Controller training – early involvement of controllers. Specialist training for some. Introduction to automatic data processing for all. Continuation training. Management training for supervisors.
- (iv) Study of ICAO Training Manual – Training of Air Traffic Controllers – together with Switzerland an initial study. More detailed research needed particularly on the curriculum of subjects required in order to obtain an ATC licence.
- (v) Proposed work programme for 1979/80 – a study of selection methods and procedures for ab-initio controllers. The usefulness of aptitude tests. Can attitudes not conducive to the ATC environment be detected at selection?

Air Traffic Control today varies considerably, throughout the world, in the degree of sophistication of equipment and the type of ATC service implemented. In many countries ATC is still not recognised as a profession. Controllers all over the world look to IFATCA for guidance on how to achieve this recognition and at the same time to raise standards of training and safety. The standing committees formulate IFATCA policy presenting minimum standards which controllers try to follow thus achieving a world-wide basis for professionalism. The experiences gained can be shared and, hopefully, mistakes not repeated.

It is important, therefore, that the recommendations made by standing committees have a universal application and reflect the international outlook of IFATCA. Standing Committee V tries to do just this. It is aware that efficient training promotes safety. Whilst some countries have well established training programmes, others are not so fortunate and require guidance. The last few years have witnessed a steady increase in the number of aircraft movements (and aircraft) with no corresponding increase in the amount of available airspace. Increasing the spread of radar and automated ATC

units is of no benefit unless suitably trained and qualified controllers are available to operate the equipment. This cannot be achieved overnight. SC V has put forward proposals dealing with automation – controller training which may be of assistance to those embarking on automation. Other matters related to training have been, and will be, researched by SC V so that minimum standards can be attained and the safety of air traffic throughout the world will be assured.

C.A. Enright
Chairman SC V

Where do we stand?

IFATCA Conference time approaches again and with this in mind it is interesting to review the policy of EGATS as laid down by the Executive Board.

Eurocontrol Guild of Air Traffic Services Policy:

1. Stresses the importance of recognition of the profession of Air Traffic Controller, standardisation in training of ATC personnel, and that social conditions and conditions of employment for ATC personnel should be adapted to a European level.
2. Believes that a single agency vested with the development and implementation of high standard ATC compatible systems is the best expedient for Europe.
3. Strongly supports the need for coordination in the field of flow regulation of air traffic on a European level.
4. Is directed with reference to para 8 of the resolution in European Parliament dated 10th May to the safeguarding and maintenance of experience gained in the field of international ATC in the context of the next Eurocontrol Convention in order to have a concrete point of reference for all basic activities in the field of research and developments of ATC in Europe.
5. Is directed against cooperation with inadequately licenced or validated ATC personnel in case of industrial action.
6. Continue to encourage airspace users to participate in the development of international ATC.

The Pain in Spain

The following letter was sent by the Staff of the MADRID ACC to their management. It might give us an idea why Spain has to implement flow control restrictions, especially when we realise that apart from the problems in Madrid, there is no radar available in Sevilla, and that in Barcelona the radar-stations are military and therefore on maintenance during the weekends, when there is more civil traffic than during the week.

We quote:

„As a result of a meeting between Civil Aviation Assistance Group (CAAG) representatives and a representative from the Paracuellos ACC (= Madrid), the following list of requirements in priority order was developed. These items are necessary for the continuing operation of the facility and should be provided or repaired as the case may be. These items are considered time critical and action should be initiated as soon as possible.

- 1) Uninterrupted Power Source
- 2) Communications (Radio)
- 3) Radar (Military ASR-4)
- 4) Hot lines
- 5) Telephones/Interphones
- 6) Environmental
- 7) ADF - UHF/VHF"

J. v. Eck

Do Europe in a day, the Holstenflug Way !

February 17, 1979.

0647: HD5853 filed EDDH-LEMG.
0654: CNL HD5853 EDDH-LEMG.
0657: HD5853 filed EDDH-LEMG.
0730: CNL HD5853 EDDH-LEMG.
0733: HD5853 filed EDDH-LSZH.
1007: CNL HD5853 EDDH-LSZH.
1010: HD5853 filed EDDH-LHBP.
1031: CNL HD5853 EDDH-LHBP.
etc., etc., etc.

Visit to APCA and Brétigny Branch 15-18/1/79

Membership and fee problems will be discussed at a next special meeting of the Brétigny Branch, together the introduction of their Internal Regulations. An up to date membership list of the Branch was handed last night to Philippe. A direct contact between Bouton and Feyens, especially on IFATCA subscription and abonnement on Input has been made already. The new EGATS policy was discussed shortly and will be discussed in details in the Branch Board.

J. v. Eck

We left Ulestraten on January 15th, at 0900 and went via the slippery and therefore dangerous highways of Belgium to Paris, where we arrived at our hotel at 15.00 pm.

After the check-in we headed for Brétigny to make first contacts and to introduce our visit. We planned a meeting with the Branch at Wednesday to discuss internal and external problems. On request of the Branch and to reinforce contacts we decided to take as well Mr. J.C. Bouton for the meeting with the French Association (APCA) on Tuesday afternoon.

On Tuesday we had a meeting in our hotel to define our policy during the meeting with APCA.

At 14.00 we started the meeting with APCA. Present were from APCA, Mr. P. Vuillermet, D. Zückerman, Edon and from EGATS, J.C. Bouton, P. Domogala, J. Eck and J. Zipp.

A letter from our president was handed over to Mr. Vuillermet and thereafter we started the discussion on the new policy of the EGATS.

In general terms the APCA could agree with our policy, stating that EUROCONTROL was doing very important work. There was no doubt about the high quality of work performed by the Maastricht Centre. APCA did not like to make statements at this stage, that could be used against them in the near future. They promised to send us a statement before the end of this month, after discussion in the APCA Executive Board.

After this matter we discussed the questionnaire of the COMMITTEE OF THE REGIONAL POLICY, REGIONAL PLANNING AND TRANSPORT. It was noted to be very important to EUROPEAN ATC. It was therefore requested to EGATS to send this questionnaire to all MA's of Western Europe Region, accompanied with a letter stressing the importance and the need to send this info before February 79 to our Regional Counciller. Philippe Domogala will take care of this.

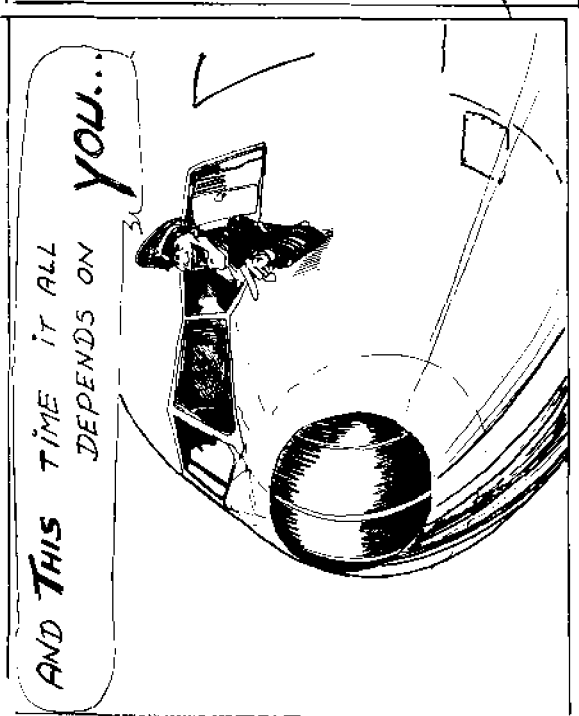
In the evening Philippe and J. Claude Bouton paid a visit to Corta.

On Wednesday morning we had a meeting with the Brétigny Branch. We handed over a letter from our president to their Chairman Mr. STUDER, who was absent at the time. As well we handed over copies of the Constitution, application forms for membership and the report of the Maastricht Travel Section.

Next Copy

Deadline

May 31st



Visit to ANACNA I

(Italian National Guild of Assistants and Air Traffic Controllers)

by A.P. Bonne and J. Zipp

Reason for this visit was a conference to be held on the 12th of november 1978 in Rome, where EGATS was invited but for reasons not known to us, unable to attend.

The professional committee decided with the approval of the executive board for a follow-up visit. We visited ANACNA (1699 members) in Milano and Rome from the 12th until the 16th of december 1978.

As ANACNA amongst other things is looking for „support“ in their striving for a civil Air Traffic Controller status, we were invited to give our comment to the Italian situation.

On behalf of EGATS we made the following statement:

We observed that:

1. the present status of the Air Traffic Controllers in Italy is rather isolated within the framework of national and international AIR TRAFFIC CONTROL situation, reflected in: poor recognition by the State of the profession of Air Traffic Controller within Italy.

We therefore strongly recommend that:

1. Point 17 - resolution on promotion of efficient A.T.C. nr. 10/5/1978 - prepared by the European commission of Transport and approved by the European Parliament will be taken into account by the Italian Government,
2. on a regular basis the possibility must exist as everywhere else to make familiarisation flights with national and international airline companies,
3. refreshment courses as changes within the Air Traffic Control system frequently are happening, system application courses should be given frequently to keep the knowledge of A.T.C. staff up to date on a national and international bases,
4. due to the continuous growth of Civil and/or military Air Traffic within Europe safe and expeditious Air Traffic handling can only be guaranteed by compatible and modern high standard A.T.C. equipment,
5. notifying present problems within the A.T.C. environment must be lifted to and only can be solved on an international „European“ level,

Conclusion:

We do not expect, that an immediate result can be achieved, but we are convinced that we may de-

mand immediate efforts in a direction to come to a maximum homogeneity in the operational environment through the various national administrations.

EGATS, Professional Committee,
A.P. Bonne, J. Zipp

ANACNA considers extremely important the supernational activity of Air Traffic Control, exercised by Eurocontrol in the centres of Maastricht, Karlsruhe and Shannon, in line with the spirit of the recommendations expressed by the European Parliament on the 10th of May 1978.

ANACNA, having examined the context of the new convention to be implemented in 1983 by the Eurocontrol memberstates, notes that in this new convention it will not be mandatory anymore for memberstates to delegate executive control functions to Eurocontrol, however it will be possible for individual states to delegate executive A.T.C. tasks to Eurocontrol. In the light of this new possibility ANACNA, with reference to para. no. 8 of the resolution in European Parliament dated 10th of May 1978, strongly believes that the gained experiences in the field of supernational A.T.C. must be safeguarded and maintained, in the context of the next Eurocontrol Convention, in order to have a concrete point of reference for all other basic activities in the field of research and developments within A.T.C., that will be conducted in the field of International A.T.C.

We are convinced that the need for coordination on an European level for the flow-control will become more and more necessary.

This coordination together with executive A.T. control in the future only can be handled by a supranational „European“ Organisation.

ANACNA, II Presidente, Carlo Gualtieri

Eastern love Airbus

Eastern Airlines have been delighted with the performance of the A300 Airbus which they have been operating on a „look-lease“ from Airbus Industrie. Captain Chapman Marshall, the airline's A300 flight manager, reports the aircraft is „super reliable. Mechanics are flabbergasted to find so little written up in the log for repair“, he says. „One night we wrote that the first officer's reading lamp was intermittent. The mechanics came on board, looked at the log and asked point blank 'What's Eastern paying us to do on this aircraft?' I wish the same could be said for the Tristar. That's one airplane that keeps our ground crews busy.“ Marshall's biggest complaint to date is that one passenger seat would not recline.

The A300's handling comes in for praise too. On engine-out check-rides Marshall says: „We throttle back one engine just as the aircraft reaches take-off speed. Pilots must then at once adjust for asymmetric forces created by the lopsided thrust, and complete a take-off and go-around. Now, the DC-9 is easy to fly, but when we cut an engine at take-off it's not as easy to fly as the A300. The flight controls provide such positive corrective forces for the pilot he has no trouble keeping straight, even though those two engines are widely spaced. It's a combination of the hydraulically-powered steering and the rudder. The air-data computer helps with rudder as it does under certain other slow-speed conditions.“

Marshall is also enthusiastic about the Airbus's electronic power computer, which tells the pilot how much power he should get from the engines via an LED readout. Describing this N-1 computer, he says: „It has six buttons providing a selection of settings from taxiing to maximum take-off power. We can even select flexible take-off power for when the aircraft is less than fully loaded or we have an extra-long runway. What's more, we have a trigger on the throttle which we pull when we are cleared for take-off, and the computer automatically moves the throttles ahead to the proper setting giving the engines the proper command, and it does it better than we can. Once the airplane reaches 1.000 feet the climb power button is pushed and the computer throttles the engines back.“

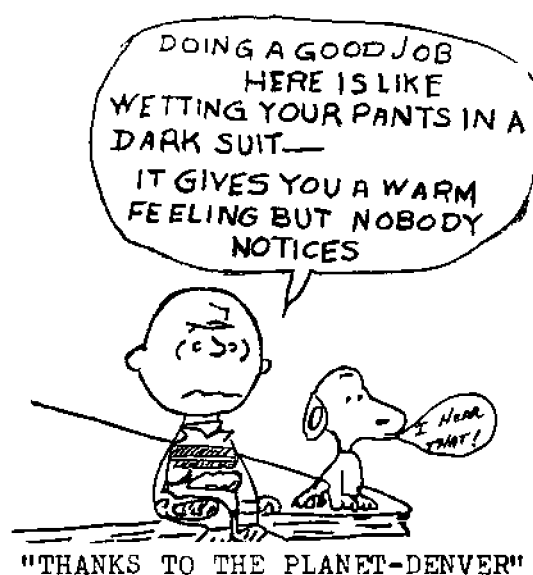
We once had the N-1 computer overheat and shut itself off. When that happened we went scurrying for the books to come up with the right manual settings.“ The computer also has a 'missed approach' button. All the pilot has to do is pull the throttle triggers and the computer brings up the power, brings the autopilot and flight director on line, and picks the optimum climb for aircraft weight. The

braking system also has automatic functions for minimum, medium, high and maximum auto-braking – which operates on take-off if the throttles are retarded, and during landing roll-out immediately the main wheels touch. Another feature of the airborne data computer – Alpha Floor – senses the angle of attack and brings power setting up as it increases.

Eastern's pilots are so impressed with the Airbus that many senior pilots have been bidding for it instead of Eastern's Tristars, even though they get paid more for flying the heavier Lockheed aeroplane. If airline pilots are willing to give up money for the left seat of an A300, Airbus Industrie must truly be doing something right.

Reproduced from „Pilot“

It's your job Charlie Brown



Visit to ANACNA II

by A.P. Bonne and J. Zipp

On the 12th of december 1978 we flew from Eindhoven by DA.20 to Milano (LIMM). Telexes were sent in advance so our Italian colleagues were aware of our coming.

The reception was very friendly and we had an opportunity to visit the Centre and to discuss problems with Mr. PATRIZI (Nené) Nazareno, Mr. Giorgio Giacchetti and Mr. Paolo Crespi. Because we did not arrange transport in advance our Italian Colleagues arranged a flight with a private aircraft. On boarding the aircraft, a BE90, we discovered to our surprise that the aircraft was owned by Mr. BUD SPENCER, the famous movie star. Mr. Spencer and his son were on board and we had a very pleasant flight. We arrived at URBE (LIRU) a small airport in the middle of Rome.

The complete ANACNA

executive board were awaiting us in their office VIA CARLO DENINA 102 at Rome. That day we had a press meeting discussing the various items of a final meeting to be held on the 14th of december in the afternoon.

On the 13th we were invited to visit Ciampino airfield (LIRA) Rome's charter airfield and the New Air Traffic Control Centre. After lunch we visited Fuimicino (LIRF) 40 kms west of LIRA close to the coast. We also paid a visit to Chief Pilot of Alitalia Mr. DEREGIBUL.

On the 14th in the morning we drafted the above mentioned statement and in the afternoon we had our final meeting with the full ANACNA board. One night we were guests of ANACNA for excellent meal/drinks, on the last night in Rome we invited them.

Again with help from our colleagues and the director of the airport (LIRF) we were offered a flight with Alitalia to Milano (LIMM). At Milano we reported the results of our meeting to the ANACNA local board.

At 22.00 hrs we flew with a Belgian Charter company to Brussels where we arrived at midnight.

At the 16th we arrived home by car so ending a very successful and pleasant visit.

Our special thanks go to Mr. CARLO GUALTIERI, the President of ANACNA, Mr. ANDREA LOUISE, the ANACNA/Ifatca liason officer and to Mr. UMBERTO SCIARRETTA our personal guide during our stay in Rome.

As follow up we were asked to visit Mr. Guiseppe Gallo an italian representative in European Parliament in Luxembourg. Due to illness of Mr. Gallo the visit was postponed, but will take place as soon as possible.

CINEAC DAMRAK I en NÖGGERATH

Dolle actie & dolle humor!

BUD SPENCER

alle leeftijden

UNIVERSAL FILM AGENCY

2e week

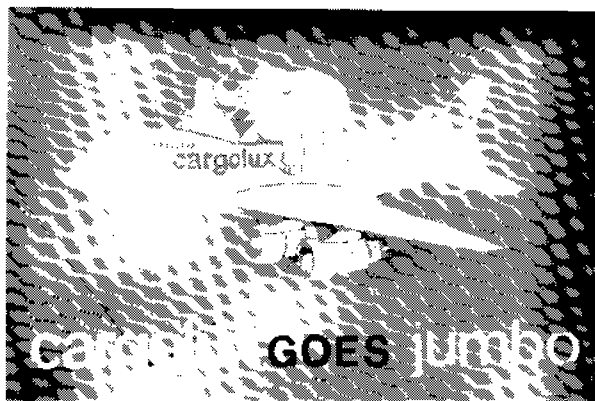


**THEY CALLED HIM
BULLDOZER**

RAIMUND HARMSDORF - JOE BUGNER

alle leeftijden

Regie: MICHELE LUPO



The Luxemburg based operator's first B747 (LX-DCV) entered service on February 2nd.



18th Annual Conference

of the International Federation of Air Traffic Controllers' Associations
Brussels, Belgium, 22-27
April 1979

Proposed delegation for the I.F.A.T.C.A.- Conference

Director	: Mr. van Hal	
Deputy Director	: Mr. McCluskey	Committee „A“
	ass: Mr. Smeeth	Committee „A“
Deputy Director	: Mr. van Eck	Committee „B“
	ass: Mr. Behier	Committee „B“
Deputy Director	Mr. Domogola	Committee „C“
	ass: Mr. Enright	Committee „C“

The Hoop's Column

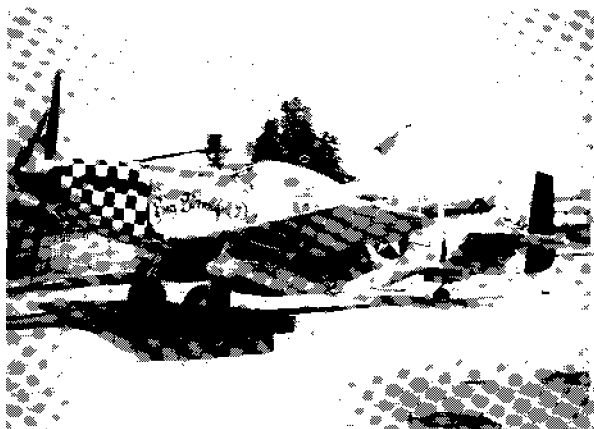
For those visiting the U.K. this summer and wishing to maintain their aviation connections might I suggest a visit to one of the numerous aircraft museums scattered throughout the country. With aircraft preservation having become such big business one does not have to venture far before coming across one of the many newly established collections or one of the more well known museums of long standing.

Approximately 50 kms NNE of London one finds Duxford airfield, the location for the extensive collection of aircraft jointly administered by the Imperial War Museum and the Duxford Aviation Society. Duxford itself is of great historical interest having served as an operational R.A.F. base from around 1917 until the departure of the last of the based Meteors on August 1, 1961. In the summer of 1968 the airfield returned to life temporarily when Duxford became one of the locations for the filming of the movie „Battle of Britain“. One of the scenes called for the blowing up of a hangar which, for the sake of authenticity, sadly resulted in the demise of one of the 1917 vintage hangars.

Fortunately the remaining hangars, all dating from the same era, still stand today and, indeed, have received as much preservation treatment as many of the resident aircraft.

The airfield was closed between 1949 and 1951 to allow construction of an 1800 m concrete runway, with accompanying taxiways and apron areas, enabling the operation of jet aircraft. The runway remained intact until August 1977 when approximately a quarter of its length was chopped to make way for the new London - Cambridge Motorway which routed across the eastern edge of the airfield. Despite intense opposition, the powers that be decreed that the motorway could not be shifted slightly to the east and that its encroachment on the runway would not cause any significant damage to the airfield historically. Officialdom's view of preservation! Construction work (or should I say destruction work?) was delayed long enough to permit utilization of the full runway length by Concorde G-AXDN on the occasion of its arrival at Duxford on August 20. The aircraft is now open for public inspection. Additional civil types present at Duxford include a Britannia donated by Monarch Airlines and still sporting their colours, and a Comet 4 received from Dan-Air on the condition that the aircraft remains in their livery. Naturally it does. Military heavies vary from Euroworld's B17 through to an ex R.A.F. Victor, an ex U.S.A.F. C131 and a former Portuguese Air Force Ju52M. Other types of interest include one of the few existing TSR2s, plus the oldest remaining Viscount, and, of course, many many others. In addition, a number of individuals base their own personal collections at the airfield. Duxford now houses one of the biggest and most

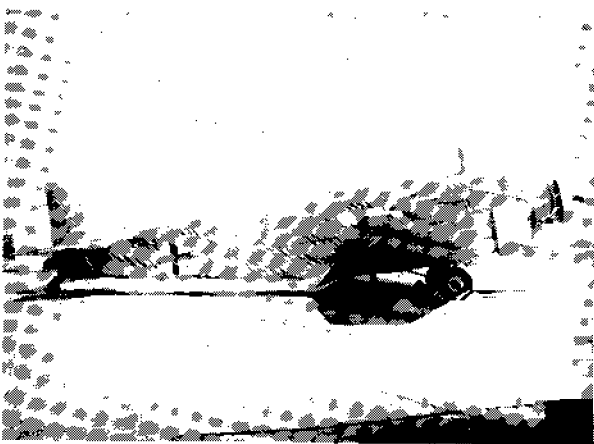
varied collections in the U.K. and is certainly worth a few hours of your time should you be in the Cambridge area.



P51D 472258



Auster AOP9 XP281



Ju52M Ex 6316 Port. A.F.



B17 N177C / 485784



Messerschmitt Me 109 V1229



CF100 18390 / ex C. A. F.



Shackleton XP106



Vickers Varsity W1948



T29 D 17899



HP.55 G-APDB

All photos Paul J. Hooper

Expedite Clearance

te news - late news - late news - late news - late ne

ATC in Suriname

A telegram was sent by SATCA to the Minister of Economic Affairs complaining about the condition of the ATC equipment and navigation aids. (e.g. at Mezy the main transmitter is u/s - the DME is u/s - the ILS/DME is u/s and that no spare parts are available)

Hopefully Mr. Zuiverloon will soon be in a position to improve this situation.

Well done, CAA

Paul Robinson, C.A.A. Commercial Manager received the following from an appreciative customer:

Once again we were delighted to receive your letter of December 12 1978 notifying us of the CAA's decision to maintain the current level of charges from April 1, 1979. It is most gratifying to realise the efforts that your organisation has made to implement effective cost control measures.

We are optimistic that your example will have a widespread impact on airways and airport charges worldwide; and we are most confident that your safe and efficient services will set the standard for air traffic control.

Thank you for your continued efforts in these matters.

B.F. Mc Loed, Vice-President
Communications Pan American World Airways

The above article, which appeared in the March edition of the British CAA newspaper Airway, is reproduced as an example of the double moral standard which seems to exist whenever Eurocontrol is mentioned. If route charges had been raised this would undoubtedly have been a Eurocontrol decision.

On the request of Mr. Beddoes of Instilux, Hauptmann Präder delivered the EGATS paper on civil/military coordination, originally presented at CONVEX '78, to an audience consisting of supervisory staff on March 5th.

Roger Wilco's exploits are now appearing in „Crowded Skies“, the monthly journal of Dallas Fort Worth Tower. Congratulations to Martin, our resident artist.

It doesn't take up too much time to produce an article for publication in INPUT.

Contributions are always welcome.

**Next Copy
Deadline —
May 31st**