

INPUT



SUMMER '80

Input

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Output	3
President's Message	4
Beer Call	4
ECC '80	5
IFATCA '80	8
The Hoop's Column	17
Expedite Clearance	22

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Output

We are all aware of, and I suppose most of us are believers in, the natural law named after that most famous of Irishmen - Murphy. My attention was recently drawn to the fact that a certain Arthur Block has edited two collections (published by Price, Stern and Sloan of Los Angeles) of this law, its corollaries and paradoxes.

Whilst musing on the strange conduct of a gaggle of London departures (there was no way that this undignified, undisciplined dash towards the Belgian Coast could have been called an orderly flow) the following examples were brought to mind :-

Murphy's Law : If anything can go wrong, it will.

Corollary : Even if it can't, it still will.

Silverman's Paradox : If Murphy's Law can go wrong, it will.

The extended Murphy's Law : If a series of events can go wrong, it will do so in the worst possible sequence.

Farnsdick's corollary to the fifth corollary : After things have gone from bad to worse, the cycle will repeat itself.

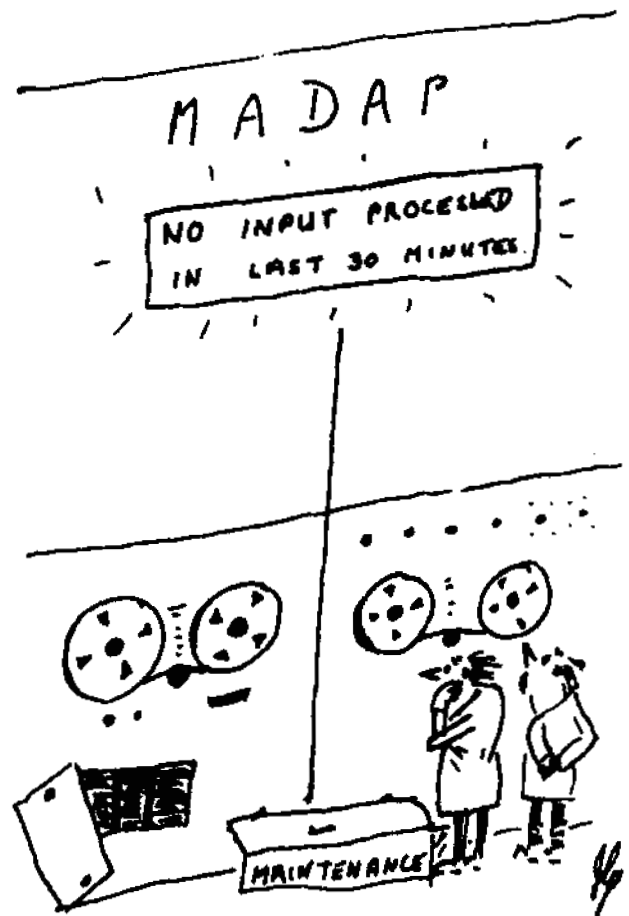
Gattuso's extension of Murphy's Law : Nothing is ever so bad that it can't get worse.

The last Law : If several things could have gone wrong that have not gone wrong, it would have been ultimately beneficial for them to have gone wrong.

This is the second edition of INPUT that we have produced in house and I hope that you will bear with us whilst we strive to approach the quality that we had when the magazine was produced professionally. We are learning from our mistakes, we hope, and are trying to identify and overcome the problems.

It is gratifying to see an increase in the number of people who are prepared to contribute something to INPUT, a trend that I hope will continue - it is after all your magazine as well.

I.G.



"AND IF WE SACRIFICED A VIRGIN?"

President's Message

"EUROCONTROL OR BUREAUCONTROL,
THAT IS THE QUESTION"

In July we had two important meetings.

Firstly the traditional meeting of the Permanent Commission (= our top management), consisting of representatives of national aviation authorities, of which some are nationalistically based, defending only their own responsibilities and disregarding the benefits of international ATC, fuel conservation etc.

As others are struggling to form a United Europe, these people seem to do everything to prevent even the formation of one ATC authority in Europe (as exists in the USA). The Permanent Commission has taken decisions which it did before in the previous years. One of the decisions was to take no decision, but delay a possible one until the next meeting. Another decision was to start another study, which should be ready in August 1981. This would give some Ministers of State the opportunity to wave any decision and rather pass the issue on to their successors.

The other meeting was that of the European Parliament. After years of investigation and study they accepted - with only the French Communists against - a resolution in favour of the continuation and extension of Eurocontrol. They drew the attention to the time, money, fuel, miles and lives, that could be saved if air traffic control were placed in the hands of a European Centre. It was clearly given to understand that the Dutch Authorities did not wish to listen to or to act in the spirit of reports, prepared by experts from IATA, IACA, IFALPA, Europilot, VNV and the European Parliament. In this the RLD has isolated itself completely.

The result of this difference in opinion between the Permanent Commission and the European Parliament will be a fight between politicians, airspace

users and experts on one hand and the selfish Heads of nationalistic thinking Aviation Authorities ("they seem to form a State within a State") on the other.

You might ask yourself the question as on how to participate since we are involved. We must not disappoint our partners and continue to contribute to air safety and the expeditious flow of air traffic, and so deserve the compliments of Mr. H. Seefeld - Chairman of the Committee of Regional Policy and Transport in Europe - when he said at the end of his speech: "I wish to thank all those people from Eurocontrol for what they have done for the air safety and airspace users".

J. VAN ECK

BETWEEN AN ACCIDENT AND AN INCIDENT

IS A DIFFERENCE IN DEGREE - NOT IN KIND

Beer Call

Wednesday 25.06.1980, 20.00 hrs.
The bar in the Lippe building was ready to accommodate those of the 190 EGATS members who were interested in having an evening of free beer and some food. In total some 40 members were present and I think they can all look back at a very pleasant evening. For this we certainly have to thank

the people of Lippe Radar who, on our request, immediately agreed to put the facilities at our disposal. The initiative was taken about one week before the event took place. The fact that it was arranged at such short notice was caused by the fact that the intention was to have it outside as the weather at that moment was fine. Unfortunately we cannot rely on the weather in these parts of the world. Thus the event was transferred to the bar. As you will have seen from the announcement we could afford an evening like this because so many members paid their fees. Taking this into consideration we intend to repeat this in September and we hope that some more people will show up and who knows have we started a tradition.

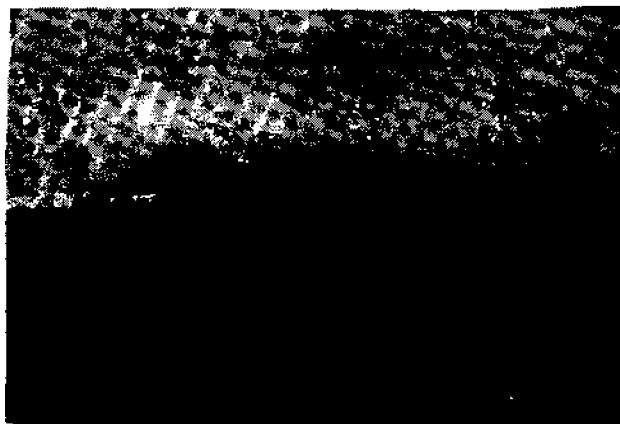
Take note of the date :

September 14th, 20.00 hrs.
Lippe building EGATS Beer Call.

E.C.C. '80

From 26.05 until 30.05 a team from Maastricht participated in the ECC '80 tournament held in Zagreb. From the initially 26 people who were interested to come on this trip only 19 (with difficulty) finally went. We left Maastricht UAC on Monday 26.05 for Düsseldorf. There the Inex Adria Airways DC-9 was waiting to take us to Ljubljana. Together with a number of Düsseldorf controllers we filled approximately 35 seats of the aircraft. Everybody was in the best of moods and the flight, which took about 75 minutes, was very comfortable and the service on board was great. At Ljubljana airport we were met by Mr. Belusic of the organising committee who had a bus

waiting to take us to Zagreb. Only a few bottles of the tax-free booze bought in Düsseldorf survived this bus ride which took about 3 hours. The Esplanada Hotel was going to be our home for the next couple of days. A very comfortable hotel, with splendid rooms and a discotheque and restaurant in the basement. Also the hotel, situated near the main railway station in the centre of Zagreb, was easily accessible by public transport which one could use free of charge throughout Zagreb by showing the ECC-badge. A compliment to the organising committee.

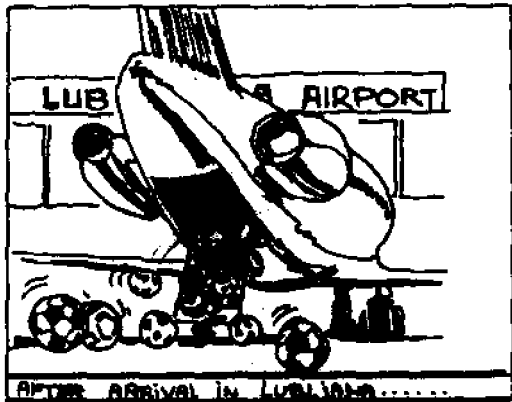


During the tournament we had to play two matches per day. On the first day we were to play Lisbon and Paris. We started all right by beating Lisbon by 2-0. Paris, our second opponent, showed no mercy and wiped us off the field, 6-0 for Paris. The next day we played against Amsterdam ACC and after having been able to keep 1-1 on the "score-board" for some time, we finally had to give in and lost 3-1. This made us 3rd in our poule and we had to play for the places 17-32. This time we met Karlsruhe, Rhein Control. An interesting match which ended in a draw, 1-1. Again we failed, as in previous years, to take the necessary penalties properly; we lost and tumbled down to play for the places 25-32. On the third day, which was going to be lucky in a sportive sense, but unlucky otherwise, we first played

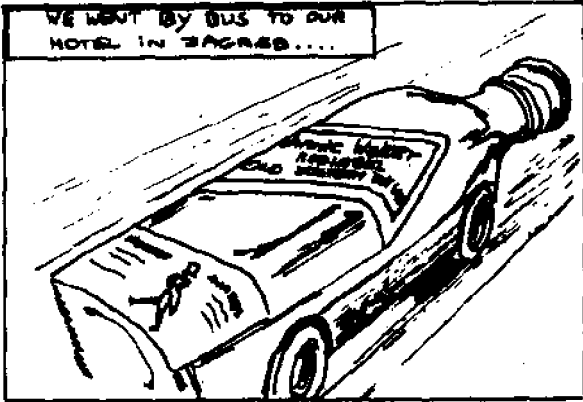
"ECC'80 ZAGREB"

OR, HOW MAASTRICHT DID IN THE EUROPEAN CONTROLLER'S CUP.

By *FR '80*



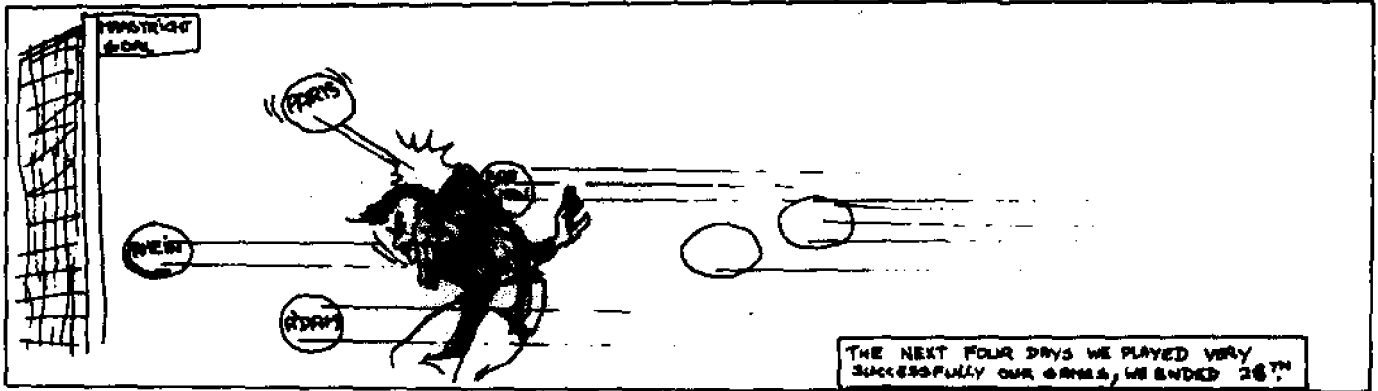
AFTER ARRIVAL IN LUBJANA.....



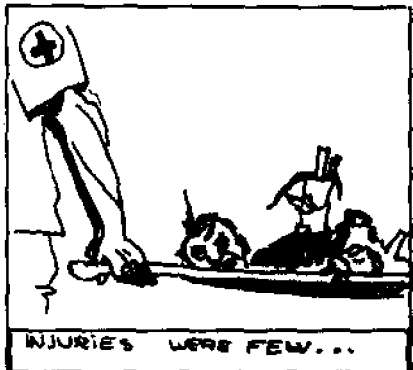
WE WENT BY BUS TO OUR HOTEL IN ZAGREB....



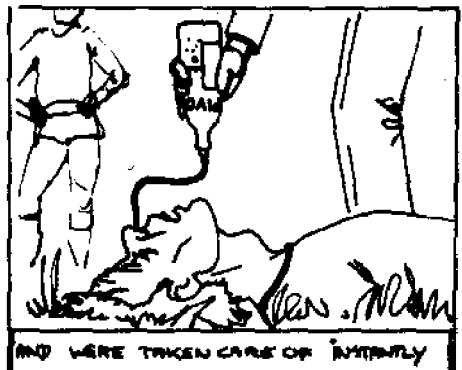
WHERE WE REGISTERED (VERY LATE)



THE NEXT FOUR DAYS WE PLAYED VERY SUCCESSFULLY OUR GAMES, WE ENDED 26TH



INJURIES WERE FEW...



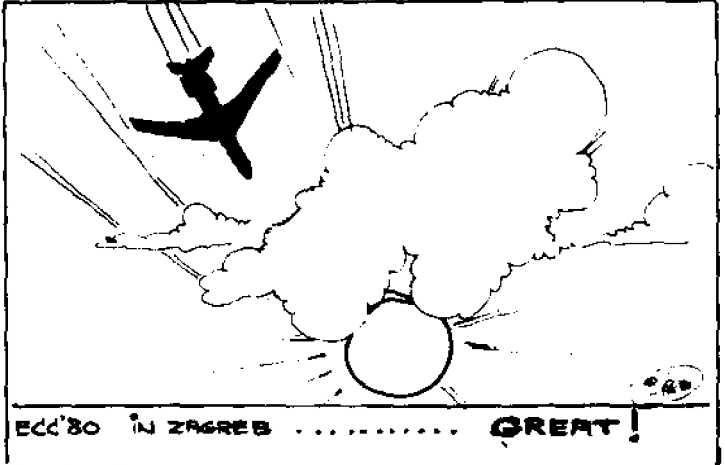
AND WERE TAKEN CARE OF INSTANTLY




THE PARTY WAS A GLE, DELICIOUS SUCCESS



WITH PLENTY OF FOOD, DRINK AND DANCE...



ECC'80 IN ZAGREB GREAT!



"The Big Party". Some 900 people were there. Most people will agree, at least for as far as they'll be able to know what happened, that the party was fantastic, again.

Friday afternoon the most important matches were played, namely for place 3 and 4 :

Padua - Beograd 2-0

And last but not least the FINAL


Kopenhagen - Roma 1-0

Thus Kopenhagen became The European Controllers Cup Holder 1980.

As we were only leaving on Saturday our group enjoyed a fine meal in a sea-food restaurant on Friday night and spent Saturday shopping. On schedule we left Zagreb for Düsseldorf where we arrived at about 10 o'clock at night. Tired but satisfied we said goodbye to the people from Düsseldorf and Las Palmas who travelled on the same plane. We could all look back at a very successful week in which we made many new friends. In this respect I would like to mention the people from Praha who participated for the first and let us hope not for the last time in the ECC tournament.

against Rovaniemi and draw, 1-1. This time we won by scoring the most penalties. During this match Frans Gehl our man on the right wing, gave the impression to perform a comic act for one man by galloping from the field like a crippled ballerina and performing some sort of dive outside the lines. It turned out to be worse than that and in the hospital a very charming female doctor (this is the opinion of Frans for nobody else saw her) decided to put his leg in a bed of plaster. Understandably he was not very happy about this, for it was the day of the "Big Party". Because of our visit to the hospital we did not witness Maastricht's second straight victory. This time Helsinki was our opponent. We won 3-0. Special mention has to be made here of Martin Germans. Already a feared defender, he proved to be easily transformable into a notorious attacker. On the right wing taking Frans' place he broke his own record by scoring TWO goals. An eyewitness stated that the keeper can only have heard the ball pass him. Because of these two victories we were going to play Bremen to decide who was going to be nr. 25. After a draw of 1-1 we had to take penalties again. That we came 26th was not our fault this time, but it was the quality of the Bremen keeper who saved two great shots.

"The Big Party", always one of the major events in the ECC tournaments, was held outside Zagreb. The restaurant was located near the mountains and its garden with tables covered with food and drinks formed the setting for



For some people in our centre who think that 15 hours in a train is too long to go to a tournament the following :

Las Palmas went by boat to Tenerife, then by plane to Paris, then by train/

boat/train to London, then by plane to Ljubljana and finally by bus to Zagreb. It took them 48 hours to get to Zagreb but they came. It shows their spirit. Congratulations Las Palmas and thanks for coming !

Finally I would like to thank the people from Zagreb for the excellent tournament and the help to arrange transport for us. Without their help and the help from Inex Adria Airways, Ljubljana, our participation would have been doubtful, if not impossible.

Fred le Noble



8th - 11th May 1980.

In the first plenary we were addressed by different speakers, under whom Mr. J. Veira from the SATCA, who relayed a message from his Government, saying that this change of venue and the way it took place - namely without consultation of the appropriate authorities - had upset Suriname. At the end of the letter the Suriname Government offered

their country as host for a future Conference.

We elected the following chairmen for the Committees :

- Committee A: J. Livingstone, Canada
- Committee B: John Saker, U.K.
- Committee C: Zvi Frank, Israel

In Committee A we were represented by P. Domogala and T. McCluskey, in Committee B by T. van Hal and in Committee C by A. Enright, while I was jumping from one Committee to another.

In Committee A we have a so called "closed session", which means, that only directors and deputy-directors can attend. During that session we discuss MA problems etc. We declared a "vote of censure" to the IFATCA EB because of their reluctant attitude in relation to the future aspects of the Maastricht UAC.

Taiwan was accepted as MA, notwithstanding the fact that IFATCA might receive objections from ICAO. In the Caribbean we got 4 new members : Honduras, Nicaragua, Jamaica and (British) Guyana.

We feel sorry that the majority of the MA's felt for suspending Brasil. Information was received from Philip, that they were having sincere problems with their military authorities and controllers. A suspension means that in case IFATCA would not receive any information or subscription for their membership, that we will have to vote on termination of membership next year. I am afraid that this suspension will be used against our civil colleagues in Brasil. SATCA promised to investigate. In line with our last AGM we withdrew from SC VII (legal matters) and abstained when we had to vote for re-election of the President.

In Committee B the subjects "R/T Communication Failure" and "Conflict Alert" were to our main concern (see report from Tom). Thanks here to Brian Martin for his excellent work.

In Committee C the work done by Adrian Enright was appreciated. He is doing very good work for all controllers.

In the "corridors" we strengthened our relation with a lot of MA's.

In the "final plenary" the results of the Committees' work will have to be accepted. Due to time available, this is always a hasty work with hardly time to discuss. With a few changes the papers were accepted. In this final plenary the Suriname Guild wished to thank the Canadian Association for their work done for IFATCA at such a short time. That some people could not understand this "vote of appreciation" only means that they are unable to differentiate between IFATCA and CATCA. The final papers are available at our Secretariat.

I wish to thank our Delegation for their work. I also wish to thank Ted McCluskey for being at the Conference during his holidays and advising us when necessary.

J. VAN ECK

COMMITTEE A

As Committee A deals with administrative matters any report on its business tends to be just a dry list of decisions made or not made, so here are just a few of them which may have some bearing on us.

Seven new members this year ; the most significant being PATCO of the USA - they have 14.400 members and they have made it clear that they are a union. This could dramatically change IFATCA's future !

In accordance with an AGM decision we

declared 48 members in place of the 103 of last year.

EGATS presented a paper on the possibilities of aid to member associations involved in industrial action ; this was accepted but our request to have the money paid by us into the "Zagreb Fund" refunded was denied, although an investigation will take place.

The Conferences for the next three years will be held as follows :-

1981 - Cairo	April 4 to 8
1982 - Amsterdam	May 3 to 8
1983 - South Africa	(provisionally)

COMMITTEE B

Being the 19th Annual Conference it is only logic that especially Committee B (technical matters) has done with the hot potatoes, many items have become policy already and there are not too many items left which can cause extensive discussions.

This year's most important items for EGATS :

Brian Martin's paper on "Automation and Conflict Detection", a paper more or less rewritten by SC I. (conclusions part).

Since EGATS is one of the very few MA's really able to discuss this item because of the experience gained with our STCA, a sub-group was formed existing of EGATS, France, Netherlands, Canada and UK to discuss the paper and report back to the Committee.

The result was a general acceptance and recognition of the potential safety benefits with consideration of the following points :

1. They should not alter the existing ATC responsibilities for the separation of air traffic ;
2. They should not increase the controllers' workload ;
3. The information output in relation to conflicts should be non-ambiguous and easy interpreted ;
4. The occurrence of invalid alerts should be reduced to an operationally acceptable level ;
5. The warning of potential conflicts should be timely in order that ATC is able to resolve such conflicts ;
6. It is desirable that all potential conflicts ATC should resolve are displayed in order to resolve the conflict ;
7. That standard operating procedures should be developed in order to make efficient use of these techniques.

IFATCA, whilst supporting these developments, states that it must be recognised that the operational acceptance of such techniques will require considerable development work, perhaps involving operational controllers, in order that they can gain the confidence of the controller and can be successfully integrated into ATC systems in the future.

The paper as amended will be used as guidance material and the IFATCA EB was requested to invite comment from the corporate members.

R/T failure procedures and blocking of frequencies.

Again an EGATS WP from last year's Conference and produced by Jan van Eck and last year after a lively discussion and a 50-50 vote turned down by the casted vote of the Chairman and put on SC I working program for this year.

Apparently SC I had not got the message of last year's WP completely

since there was only asked for a continuous listening watch on the guard frequency as is a common policy in military a/c where the R/T set is set on TX/REC+REC Guard and one of their arguments against last year's paper was that if an a/c with a jammed on R/T transmitter, which was blocking a normal ATS frequency were to change to 121,5 it would turn block 121,5.

After having made clear again that idea only was to have a continuous monitoring of the distress frequency in order to be able to reach any a/c at any time, not requiring a two way communication, after extensive discussions the following recommendations were agreed upon :

1. All general air traffic keeps a constant listening watch on the appropriate distress frequencies, when being provided with an Air Traffic Service ;
2. Procedures be developed internationally to allow the use of the appropriate distress frequencies to assist in the resolution of communication difficulties between ATC and traffic under its control.

Netherlands voted against, UK abstained.

Area Navigation Routeings.

A paper presented by Norway.

The definition used in the WP on Area Navigation Routeings (RNAV) :

1. The capability of an a/c to maintain any promulgated and/or ATC cleared flight path with the accuracy prescribed to meet the requirements for a safe and expeditious flow of traffic, and
2. Establish its position at any time when in flight.

RNAV routes may be established on the basis of point source navigational aids, self contained navigational systems such as INS, OMEGA, Doppler, or on the basis of both.

After a brief discussion and an explanation of ICAO on their present action concerning RNAV the following IFATCA policy was adopted :

1. IFATCA supports the international development and adoption of criteria and procedures for RNAV systems ;
2. Until the required international criteria and procedures have been developed, it is recommended that IFATCA accepts the introduction on a limited basis subject the following conditions :
 - simulator trials shall be carried out prior to the introduction of any such route or routes,
 - the total route structure shall not become unduly complicated,
 - radar monitoring of the traffic concerned should be possible, and
 - procedures for use in the event of radar and/or computer failure must be practicable.

Germany voted against.

IFATCA Report on the ICAO EARC (Elimination of Ambiguity in Radio-telephony Callsigns) Study Group.

This was a very brief progress report of last year's activities, amongst others the so far received answers on a questionnaire on the subject sent out last year by SC I, up till the Conference 26 answers out of the, at that time, 52 MA's were received.

Apparently R/T callsign confusion is a problem, because the question : "Do you consider R/T callsign confusion a problem within your area", was answered 'yes' by 22 MA's.

The question whether this confusion was caused primarily by the use of "trip number" callsigns was answered 'yes' 19 times.

According the answers received so far the main reasons why the problem has been made worse were :
'Poor RTF Discipline' 13 times and
'The degree of traffic congestion' 17 times.

Being only an intermediate report and not all answers being received yet no pertinent facts could yet be derived from the answers to this questionnaire.

Summa summarum :

Committee B was as always a very interesting Committee for the active controllers, but this year not as lively (my personal point of view of course) as at previous Conferences.

TOM VAN HAL

COMMITTEE C
=====

INTRODUCTION

Committee C was in session for three days and discussed working papers on subjects concerned with (i) Environmental and Human Factors - SC IV, (ii) Recruitment and Training of Air Traffic Controllers - SC V and (iii) Legal Matters in ATC - SC IIV. (See Annex 1 for detailed Agenda. SC = IFATCA Standing Committee.)

Most of the Member Associations (MAs) attending the Conference (32) were represented in Committee C. Also present were many observers from other Air Traffic Control Associations and Government Agencies.

Since some working papers are merely status reports it is proposed only to make comment and/or quote the relevant recommendations on those papers considered to be more interesting.

DISCUSSION

1. ILO Meeting of Experts - Geneva May 1979.

Following a discussion on the conclusions produced by the ILO after the above meeting the following recommendations were accepted :

- a) That the Executive Board of IFATCA follow up progress of the ILO conclusions in relation to employee/employer relations;
- b) That MA's make use of the ILO conclusions in their contract negotiations with their employers, where these may be suitable;
- c) That the Executive Board - in the interests of air safety - use any means, within the constitution and bye-laws of the Federation, to assist the MA's in such contract negotiations to get acceptance from their authorities of the ILO conclusions;
- d) That the Executive Board use any lawful means to achieve, through and by the ILO, an international instrument, based on the above conclusions or improved ones, by which aviation authorities would be encouraged to become signatories.

2. Environmental and Human Factors.

- i) SC IV complained of too little input to the Sub-Committee

Medical.

ii) W.P.79-Study of Integration of ATC Agencies.

Following a lengthy discussion in which various amendments were proposed it was recommended that the following be accepted as policy:

- a) IFATCA condemns all attempts where effective ATC Organisations are backed up or substituted by Military ATC appointments for reasons other than air defence;
- b) That the Executive Board in such cases will take immediate steps according to Rec.C.35/79;
- c) That ILO's meeting of Experts on ATC recommendations Nos. 15, 16 and 17 become IFATCA policy.

iii) W.P.80-Study of Professional Problems related to Man-Machine Interface.

The following recommendation to become IFATCA policy :

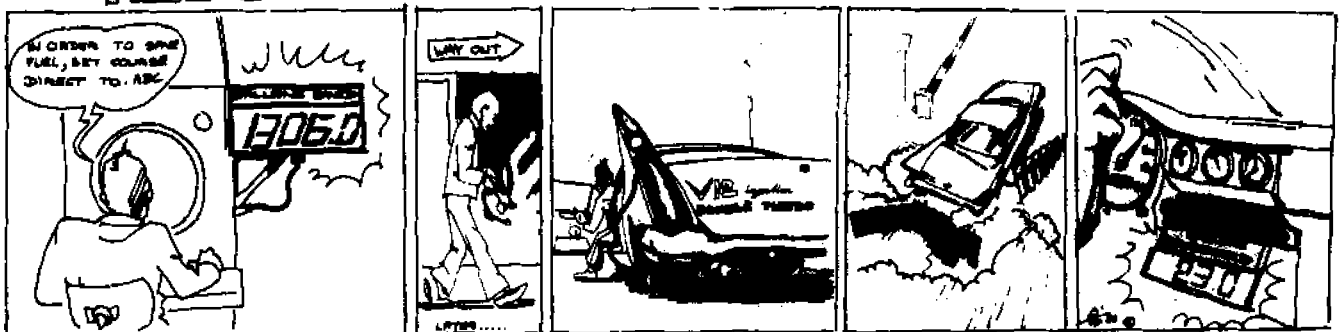
IFATCA in general supports all endeavours to facilitate the Air Traffic Controller's demanding objective. It is considered that automation to some extent may be one tool to achieve this aim. However, for reasons of air safety, IFATCA believes that the decision making process must remain with the controller for the foreseeable future.

iv) Appointment of SC IV.

Germany (Chairman) Netherlands, Belgium, France and Switzerland.

ROGER WILCO'S

FUEL SAVING ?



v) Work programme SC IV 1980/81.

- a) Continuance of updating the SC IV Questionnaire and the IHB
- b) Operation of the SC IV Library
- c) Evaluation of the answers on the SC IV Questionnaire regarding the results of the ILO Experts Meeting
- d) Medical research on ocular diseases
- e) Working conditions in ATC from the medical point of view
- f) Contacts with national and/or international institutes, administrations or organisations regarding the identification of profession related diseases and their promulgation.

3. Recruitment and Training of Air Traffic Controllers.

- i) W.P.37 - Study of ICAO Training Manual Part D-2 Air Traffic Controller. This paper was accepted as Guidance Material with the following recommendations :

- a) That training officers and instructors use the ICAO Training Manual Part D-2 in conjunction with (ICAO) Annex 1 and the relevant Technical Assistance Guidelines in assisting them to organise their training courses, bearing in mind the variances dictated by local conditions;
- b) That the Executive Board of IFATCA approach ICAO with a view to having some instruction on computer technology and automatic data processing included in the ICAO Training Manual Part D-2.

- ii) W.P.38 - Study of Selection Procedures for Air Traffic Controllers. Basic entry procedures are, in general, the same world-wide

but there are differences in the composition of selection boards and in the criteria sought by the boards. MAs would prefer to have an operational controller (supervisor or training officer) plus a psychologist or psychiatrist (with ATC knowledge) included in the selection boards. Some ATC administrations commented that they considered the motivation of a potential controller to be very important.

The paper was accepted as Guidance Material with the following recommendation :

That MAs cooperate with those responsible for the selection of air traffic controllers in their country and obtain agreement on

- a) the composition of the selection board, including representation by the MA where appropriate;
- b) on a definite list of criteria which would be sought by the board, and
- c) the procedures of the selection process.

- iii) W.P.39 - The Proficiency Checking of Air Traffic Controllers.

It was emphasised (by Sweden) that proficiency checking is important especially as we consider our profession to be unique. MAs were in agreement as to the need for such checks and requested SC V to prepare policy for next year's Conference. The paper was accepted as Information Material.

- iv) Appointment of SC V.

Eurocontrol (Chairman), Denmark, New Zealand and Netherlands.

- v) Work Programme SC V 1980/81.

- a) Refresher training courses for controllers
- b) The controller and change (the introduction of new equipment and procedures)

- c) Proficiency checking of Air Traffic Controllers
- d) Training in procedural control in automated ATC systems.

- d) Incident investigation procedures
- e) Accident investigation procedures
- f) Study of legal systems
- g) Legal systems appendix
- h) Legal developments in aviation
- i) Updating the work papers produced by SC IIV so far.

Legal Matters in ATC.

i) Working papers had not been produced on all agenda items.

ii) W.P.64 - Study of Legal Systems and W.P.70 - Legal Systems Appendix.
A review of the different legal systems operating all over the world. Requires input from MAs to be updated. W.P.70 will be redrafted for next year so as to be more easily understandable.

iii) W.P.73 - Legal Development in Aviation.

Following discussion amended recommendations were accepted:

- a) That having in mind the European Parliament's concern on the legal liability of the air traffic controller that SC IIV follow legal developments in European air traffic control
- b) That MAs should continue to direct attention of their governments to the conclusions of the ILO Meeting of Experts;
- c) That SC IVV through the IFATCA Executive Board should approach the IFALPA Board to try to find a common policy on questions of negligence (particularly criminal negligence) of common interest to both Federations. This should be a first step towards the formation of a joint Legal Committee or a permanent working group.

iv) Appointment of SC IVV. Egypt (Chairman), Cyprus, Bahamas, Israel, Greece and Switzerland.

v) Work programme SC IVV 1980/81.

- a) Legal matters in air traffic control
- b) Legal liability of the controller
- c) Intimidation of the controller

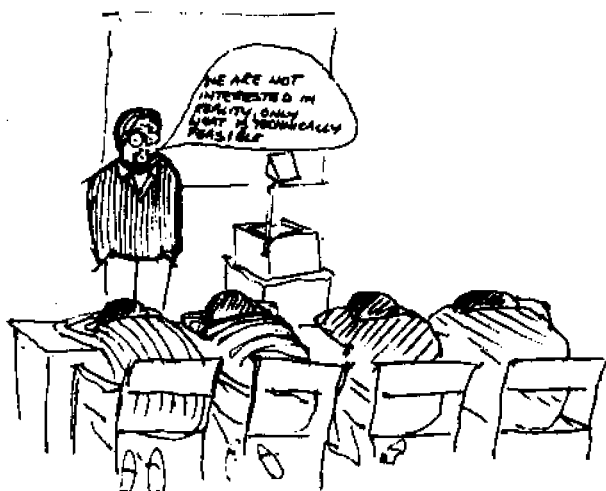
CONCLUSIONS

The sessions of this Committee were always well attended and lively discussions took place. As English is the working language of IFATCA it can happen that all the talking is done by the same few people. Happily this was not the case this year and many MAs and observers contributed to the discussions. This is important as many of the recommendations made at Conference go on to become IFATCA policy and thus the policy of Member Associations. The working papers had been distributed well in advance this year so that almost every MA should have had the chance to evaluate the papers and prepare their comments.

There was full EGATS participation in all the Committee sessions and it can be said to have been a successful Conference.

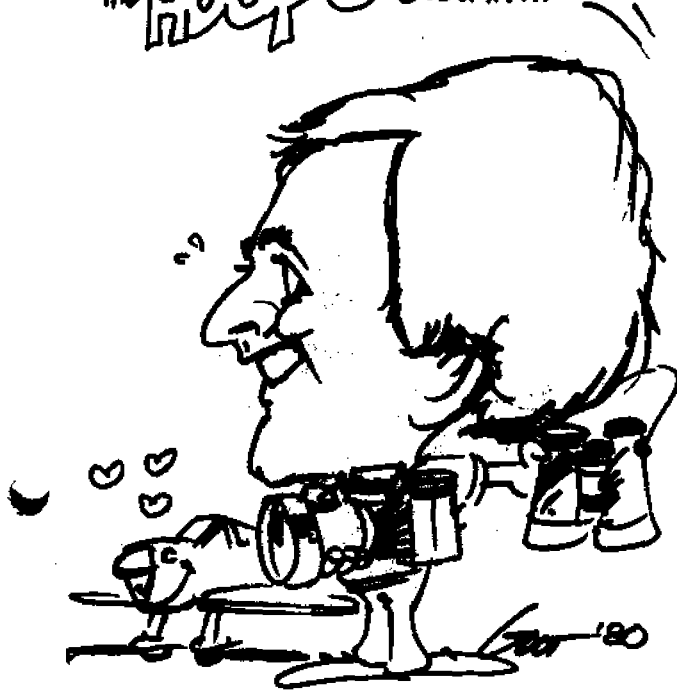
C.A. ENRIGHT

THE CYNIC'S VIEW OF MAASTRICHT REFRESHER COURSES



WHEN YOU AWAKE YOU SHALL BE REFRESHED!

THE FLOOD'S COLUMN...



1963 was the year of the Constellation at Beek with almost daily appearances by machines of Aero Transport of Austria or Euravia (London). The former company's OE-IFA had been a regular visitor to the airport during the previous year and was joined this year by a second airplane, OE-IFE. Yet a third example appeared on July 5, OE-IFO. The company obviously worked its crews pretty hard as it can be seen from the records that on April 26 Captain Kozubski arrived from Copenhagen with 'FE' at 1158 departing for Palma seventy eight minutes later. Arrival back at Beek was at 2205 with a departure for Copenhagen at 2259. Not a bad working day huh ?

This formed the pattern for most of Aero Transport's operations through Beek, serving Göteborg or Copenhagen to the North and Palma and Las Palmas down South. Occasional visits were made to Woensdrecht, presumably for maintenance work.

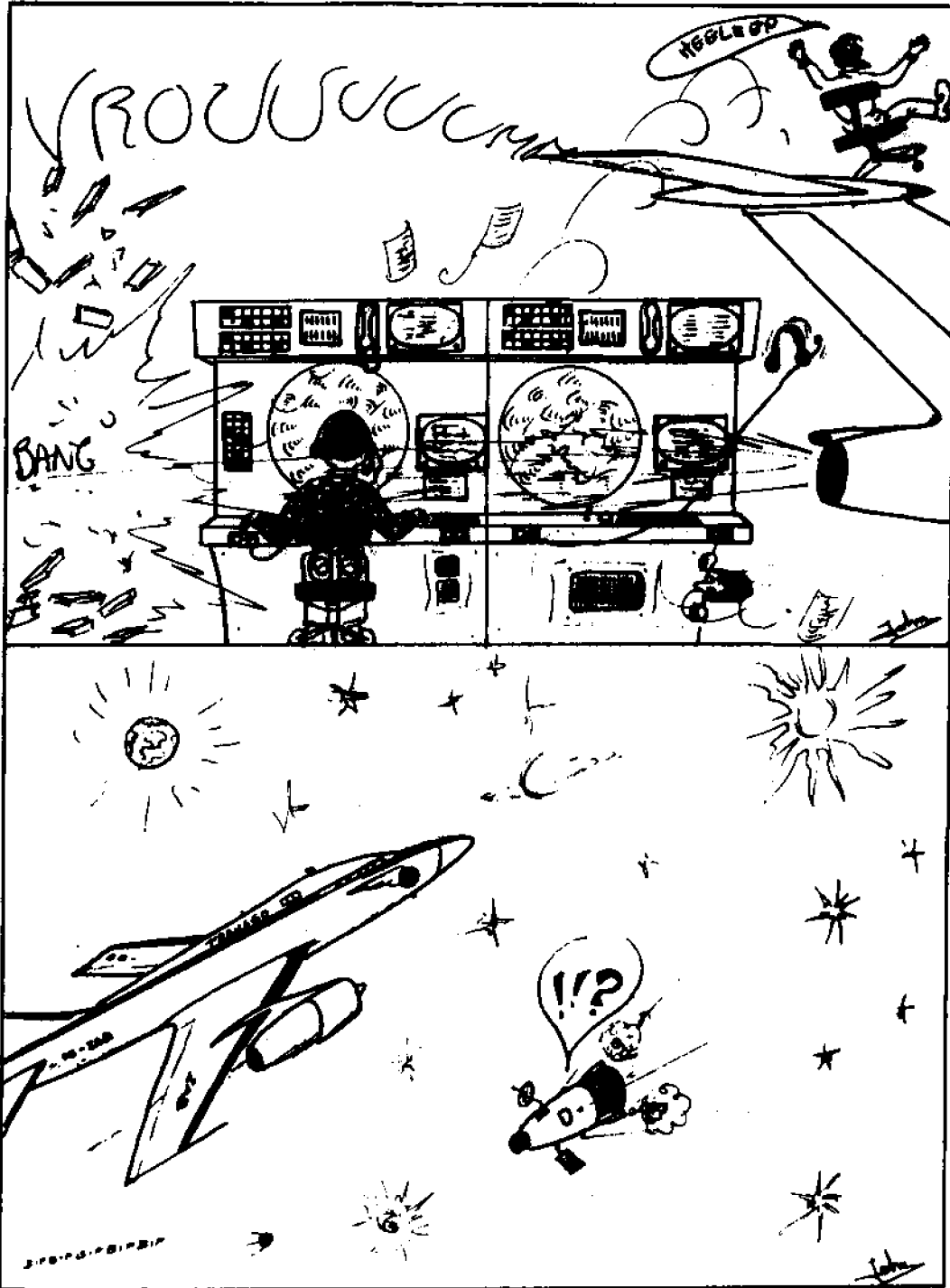
Euravia's operation on the other hand was exclusively Luton - Beek and return, with up to eight services per week. One of Euravia's founders, Captain "Ted" Langton, was owner of a travel company which had contracted

with a number of British independent airlines for the carriage of holiday-makers during 1961. Following the failure of Falcon Airways and Air Safaris Captain Langton decided to form his own airline in order to fulfill commitments to his clients. Thus Euravia was formed on December 1, 1961. The next few months were taken up with the evaluation of aircraft types suitable for the airline's operation. This resulted in the acquisition of three El Al Constellation two 049s and one 149, the first of which arrived at Euravia's Luton base on April 12, 1962. The first revenue flight, from Manchester to Palma, was operated on May 5.

The airline's first Summer season proved to be a very successful one, to the extent that it soon became apparent that additional capacity was required. Like so many other companies of the era Skyways was struggling to maintain financial buoyancy following the loss of several lucrative contracts. In July the Euravia board entered into negotiations with a view to a possible takeover of Skyways' assets, including aircraft and routes. A successful conclusion was soon reached thereby enabling Euravia to take control of Skyways as from September 1. This added three more Constellations (749s) to the Euravia fleet plus a number of Avro Yorks which continued to operate ad-hoc charters under Skyways titles. One of Euravia's own Connies was painted in Skyways' colors for use on that company's scheduled routes to the Mediterranean, the last of which was operated in April 1964. This aircraft, G-ARXE, was obviously not totally committed to these services as it was the first Euravia machine to appear at Beek on May 14, 1963.

The take-over deal did not include the Skyways subsidiary company Skyways Coach-Air which, as the name implies, was operating a low fare service between London and Paris, the airborne portion of the route connecting Lympe with Beauvais. Apart from a break in the seventies it was this element of the company that kept the Skyways name alive to this day, albeit with a revised function.

IT WASN'T SO BUSY THIS SUMMER,
HOWEVER SOMETIMES THEY CAME LOW,.....



... SOMETIMES HIGH
BUT LONDON KEPT PUSHING THEM OUT
IN BUNCHES

Yet another British company banished to the financial scrap heap in 1962 was Trans European Airways who had finished life with one Constellation impounded in Israel and another impounded at Gatwick. A third aircraft, which like the other two had been purchased from Falcon Airways, had sat it out at Biggin Hill charged with the ignominious task of providing spares for its sister ships. Falco had purchased a total of four Constellations from Capital Airlines in the United States. On arrival in the U.K. they were faced with an Air Registration Board stipulation that numerous modifications would have to be carried out on the aircraft before they would be permitted to enter passenger service. This obviously provided Falcon with a substantial financial burden which resulted in G-AHEJ being forcefully submitted to a premature retirement at Biggin Hill. I remember seeing the aircraft there, if my memory serves me well, during the Biggin Hill Air Fair of 1962, an occasion which provided dozens of twelve year old airplane wreckers with the opportunity to fill dad's car with Constellation memorabilia, a job made all the more easy with the discovery of the hatch in the nosewheel bay which led up into the cabin. As far as I recall the aircraft was later blown apart due to the absence of more appropriate breaking equipment. The fourth Connie in the Falcon fleet acquired an Austrian registration - OE-IFA (!!), but more of that later.

In October 1962 the two operational, but impounded, Trans European Constellations were purchased by Euravia thereby boosting the fleet to eight machines, all of which visited Beek during the course of the 1963 Summer season.

In November 1964 the company acquired the first of a member of ex-BOAC Britannias, an event preceded, most appropriately, by a change of name to Britannia Airways. Possibly you've heard of them ?

Euravia operated its first flight into Beek on May 14 when G-ARXE arrived from Luton at 1620 and departed

continued throughout the Summer period appearing every couple of days, sometimes twice per day, until September 29.

Aero Transport's three Constellations appeared regularly at the airport during 1963 until October 20 when OE-IFE arrived from LEPA at 0328 (!) and departed for ESSA at 1648. Not long afterwards the airline ceased operations, presumably for financial reasons. OE-IFA was impounded sometime during 1964 at Vienna where she was later broken up. Just to correct an earlier error this aircraft was in fact purchased from TWA and not Capital. FE was broken up at Schiphol during August 1966 and 'FO found its way to the infamous Interocean in July 1964 and in whose hands, I believe, made further visits to Beek.

From an enthusiast's point of view June 15 must surely have been one of the best days of the year when no less than four different Constellations, two from each company, were to be seen at Beek. Likewise on December 19 and 20 when three Adria DC6s sat on the ramp !

In the course of researching these articles I must admit to making considerable use of Tony Merton-Jones' "British Independent Airlines since 1946" in the process of cross checking operators, registrations and dates. This helps me to verify information in the Beek movement records - and often vice versa ! I was just reading about Falcon Airways' acquisition of their four Constellations when I discovered that one of the aircraft had been purchased on behalf of Aero Transport and registered OE-IFA. Falcon had agreed to provide crews to operate the aircraft for Aero Transport whilst effectively remaining one of the Falcon fleet and operating Falcon services. Unfortunately the ARB refused to permit the operation of 'FA as a Falcon airplane, presumably because it had not been subjected to the required modification programme and probably because the Austrian registration provided a technicality that bureaucracy was unable to overcome. As "British Independent Airlines" goes on to say, the aircraft did visit

Gatwick on a number of occasions during the Summer of 1961 but whether these services had any connection with Falcon is unknown. It is quite possible that when Falcon Airways finally ceased operations in the latter part of 1961 a number of staff could have gained employment with Aero Transport, although consultation of the Beek records reveals only a Captain Bellamy as a likely candidate. Marian Kozubski, the former Managing Director of Falcon, regularly captained Aero Transport Constellations in and out of Beek in 1962 and '63 and had probably acquired a financial stake in the airline by this stage, in addition to being FA's owner that is.

From April 29 KLM DC7Cs were to be seen at the airport operating a weekly service to Palma, frequently staging through Barcelona on either the out-bound or return leg. These flights came to an end on October 14.

On July 21 the Euravia service would appear to have been substituted by two Dan-Air Ambassadors which arrived from and departed to Luton within a few minutes of each other. This might also be the explanation for the visits by Autair Vikings on October 5 and 8.

In addition to their triple appearance in December Adria DC6s paid occasional visits throughout the year, normally from and to Zagreb.

British United DC3s passed through the airport on a more frequent basis than in previous years although the flow declined to a mere trickle during the Summer months.

All in all the year had been an interesting one producing more than a smattering of piston "heavies", but the era was not yet over !

PJH.

I have on occasions past been advised that publishing articles of a critical nature in INPUT does not quite project the image of Eurocontrol that outside sources would expect of the Agency. Looking at it realistically, what organisation does not have its domestic unrest occasionally or never lays itself open to criticism from lesser mortals such as myself ? The greater part of such criticism is constructive but fails to achieve that significance if not voiced or publicised in some form or other. I have been known to point out one or two impurities in the system in the past but not without justification I feel. Admittedly outsiders are then able to share our troublesome little secrets but I am quite sure they will not consider domestic complaints to be something unique to Eurocontrol. It should also be borne in mind that INPUT is the official organ of EGATS and the only method whereby individuals can make their grievances known.

Have you stopped lately and considered your seniority status within your grade ? I would suggest your time could be better spent as it would appear that there is no official method of determining seniority. The Eurocontrol definition of the word seniority refers only to a financial status ; that is, you are assigned to a particular financial bracket following promotion (should you still remember what that word means !). This in turn will decide the date of your next increment or step increase. So why employ such a misleading word as seniority because that is just what it is not ! OK, let's seek an alternative. I have it in writing from a senior member of management that the number of steps determines seniority, but would you be prepared to accept a system that is determined by your marital status or by the number of children you have ? Of course not. So we have still to find a solution.

We have but one remaining option, that of basing seniority on the date your promotion becomes effective. As promotions seem to be signed most indiscriminately (if at all !) with no system or logic applied it would be

quite unfair to adopt a seniority system based on this one very uncertain act.

In conclusion, it becomes apparent that there is no clearly defined method of determining seniority and that the hierarchy adopts its own methods to suit the occasion.

This topic provides me with an almost natural lead-in to the subject of promotion, or Eurocontrol's annual lottery might be a more apt term !

I have consulted numerous people over the past few weeks in order to discover precisely how a promotion is effected and what each competitor thinks of the system. I have no hesitation in admitting that the word "corrupt" rolled off one or two tongues without a second thought, and close examination of the system does little to allay such contempt. Indeed, I am sure everyone of us can bring to mind cases where the obvious candidate for promotion failed to be selected and was by-passed by someone with less experience, qualifications, ability and length of service. We have seen age limits applied to certain grades only to have them blatantly disregarded to accommodate an individual case. Age should never have priority over experience as a qualification for promotion.

The most debatable points are

- a) the method by which the names are selected for promotion and
- b) does the promotion board really function as per its title ?

A lot of the problems emanate from the insistence on conducting "paper" boards only, thereby denying the individual the right to prove himself personally. Our characters are therefore at the mercy of eleven watch supervisors each of whom has his own set of standards when it comes to filling out your confidential report, from which the Head of Division will short-list his recommendations for promotion. Point in question here is whether or not Heads of Divisions have sufficient personal knowledge of individual staff members to permit them to make such

crucial decisions. And crucial it is as, let's face it, this is the point at which you are promoted !

Reference to Rule No. 20 will do nothing to enlighten you as to the precise procedure employed, indeed it just lends further credence to the lottery theory. As far as I can ascertain the promotion board has little to do with the actual recommending of promotion candidates and in fact does little more than place a number of names into an order of preference. That number has already been decided upon by the budget, which means that should two persons be equally qualified for a single budgetted position, only one name will progress beyond the Head of Division stage. Just hope your name doesn't begin with a "Z" !

Should your name be fortunate enough to come through this inimitable mincing machine unscathed there is but one more hurdle to negotiate, that of acquiring an endorsement from the Director General. This one can be the toughest of the lot, as I and numerous others have discovered in the past. The DG is under no obligation to accept the promotion board's priority list, a prerogative he has not hesitated to exercise on occasion, much to the detriment of his subordinates.

Clearly then the present system can be biased, inconsistent, unfair, is undoubtedly unacceptable and is in desperate need of review.

But what is the alternative ? I have always been an advocate of the oral board as being a more suitable unprejudiced method of selecting individuals for advancement to a higher grade. Providing, of course, that all members of the board originate from external sources, each candidate will have an equal opportunity to prove himself, a principal element of the procedure which is denied him under the current system.

Several people have suggested alternatives to me which they may care to put into print for our next issue.

Expedite Clearance

INTERNATIONAL FEDERATION
OF AIR TRAFFIC CONTROLLERS ASSOCIATIONS



1998 Glenmore Avenue, Sherwood Park, Alberta, Canada, T8A 0X8

5 July 1980

Mr. J. A. van Eck
President, Eurocontrol
Guild of Air Traffic Services
Postbox 47
6190 AA Beek LB.
Netherlands

Sir

I had occasion to read to read your "President's Message" in which you refer to the decision of the Executive Board of IFATCA to change the venue of IFATCA'80 from Paramaribo to Toronto. In view of the tenor of your Message it should be expected that you will give this letter the same circulation your Message received.

As you correctly state, the proper time and place to debate the change, and the developments which preceded the decision, would have been at Toronto. The original host, Suriname ATCA who were alone responsible for the Conference, as well as your Guild and any other Member Association, in particular those "who had hoped for some steam", had every right and even an obligation to challenge the decision of the Executive Board if they were not satisfied with it, that is the way democracy works. As you also correctly state, this did not occur.

I can repeat, without going into details, that the Executive Board's decision was based only on what it perceived to be best for the Federation. As any decision, it too, did not satisfy everyone. However, the Executive Board is elected to make decisions, and criticism, in the proper forum, can be expected. Only then has the Board the opportunity to explain the background to any decision to all Member Associations present.

It would be optimistic to expect that situations forcing similar decisions will never occur again. This could be guaranteed only if the future were free of revolutions, wars, bloodshed, or natural disasters. It would be naive, however, to expect any political or other 'authority' to state publicly that the newly created situation might be adverse to hosting a Conference of IFATCA's magnitude.

The Executive Board categorically rejects your sentence "Once again the white man decided for and without the "coloured" people. We still seem to be far from accepting everybody's colour and opinion." This accusation of racism of the Board goes well beyond the bounds of rational criticism and cannot be accepted.

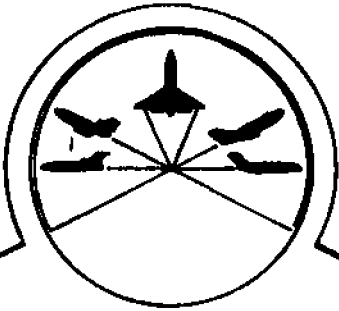
Our Federation cannot afford to have a racially biased leadership. Since you level such charges it would have been appropriate for your Guild to introduce a 'Motion of Non-Confidence' in the Executive Board at IFATCA'80. Not having done that I expect that at IFATCA'81 you will substantiate your accusations with regard to the integrity of the Executive Board and, since the composition of the Board has not changed, introduce a Motion of Non-Confidence.

In closing I quote the last sentences of your Message: "... let us act as one. On behalf of the Board I should like to say, if you are content with us, shout it from the mountains. If not, tell us. Please don't stab us in the back." It appears that principles as these are easier written than carried out.

H. H. Henschler

H. H. Henschler
President

cc: Executive Board, IFATCA



EGATS

INTERNATIONAL BUREAU OF AIR TRAFFIC SERVICES

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Member of the International Federation
of Air Traffic Controllers Associations

Mr. H. H. Henschler
1998 Glennore Avenue
Sherwood Park, Alberta
Canada T8A 0X8

Beek-L. 14-8-1980.

Sir,

I wish to acknowledge receipt of your letter dated 15-7-1980 addressed to me and to individual members of the Egats executive board.

As you so rightly point out, the Suriname ATCA were solely responsible for the conference and that outside interference brought about disruption with some racial undertones.

The reference "the white decides on the coloured people" was meant to highlight a generally appalling situation of a world in which people seem unable to live together in mutual respect and was in no way intended as a slur against individual Ifatca board members.

A copy of your letter, together with my reply, will be published in the next edition of the Egats' journal "Input".

Yours faithfully,

H. H. Henschler
H. H. Henschler
President.