

INPUT



NUMBER ONE '81

Input

Egats Quarterly Magazine

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All contributions to INPUT are welcomed.

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Output chaos or control?

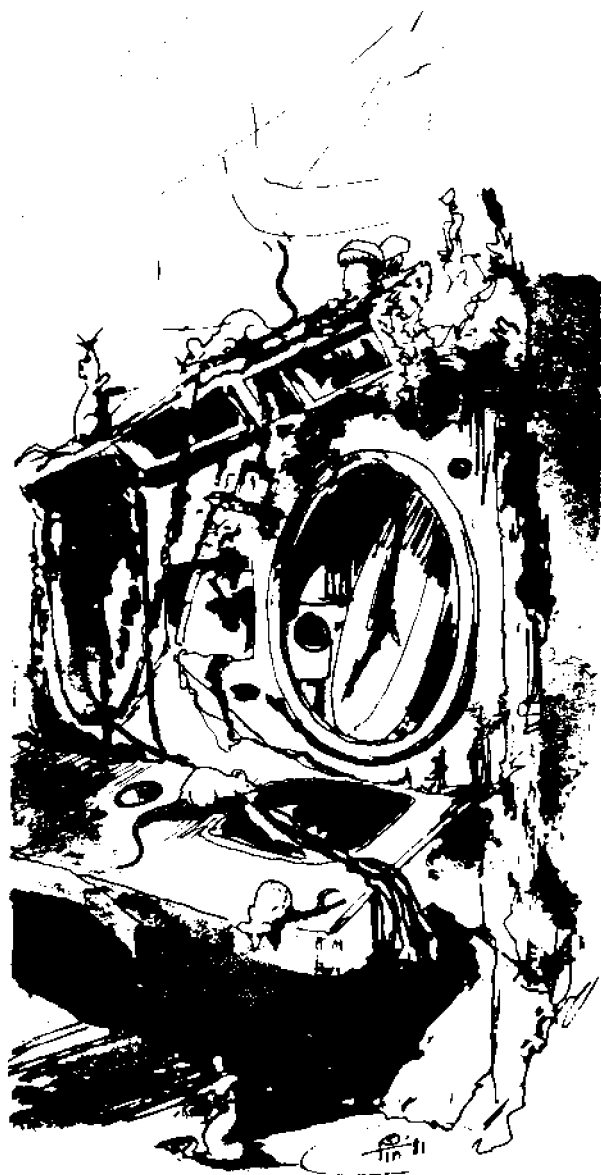
198?. Europe struggles on.
In Denmark an aircraft bound for Spain fails to meet its departure slot by ten minutes and has to wait for a further six months.
In the Netherlands SARP has finally become fully operational and work is continuing on its successor, SOAP, which may, or may not, be operational in 2078.
London Centre has decided not to pass estimates at all anymore. A spokesman stated, "There is no longer any cause for complaint about inaccurate estimates. Pieces, sorry, peace at last".
From Paris CAUTRA passes (wrong) estimates to the (wrong) adjacent Centres.

The German authorities continue to fine their controllers for any delay incurred by Lufthansa.
And at Maastricht ?
The cobwebs thicken ; mice have taken over the Operations Room ; the silence in the Bel Etage is even deeper than it was.

But in various capitals of Europe politicians are becoming concerned about the mounting chaos and the dwindling safety of their sovereign airspace. After a decent period, to hurry would appear undignified, and amongst considerable publicity, a new, improved European Aviation Safety Organisation (known as U-As-O), is created.

But need my vision of the future be correct ? Eurocontrol still exists, just , and there is still a possibility that it be allowed to carry out the tasks that it was originally created for. But this can only occur if the decisions are taken out of the hands of small-minded civil servants and are returned to those of the Ministers, as opposed to Secretaries of State , responsible.

However, as long as European ATC remains fragmented on a national basis; as long as each country remains convinced that it has developed the perfect system based on its own "cottage" industry, and as long as civil servants remain afraid to relinquish any of their power - whether it be to count the paperclips or provide for a safe, orderly and expeditious flow of air traffic - I am afraid that it will be.



President's Message

November 1980. Approaching its 20th anniversary, Eurocontrol was brought to the brink of total destruction. By whom you may ask? Those who have worked and fought for a European ATC organization, whether this be named Eurocontrol or something else, know who we are talking about. Slowly but surely Eurocontrol's authority was undermined and excuses for not charging it with those tasks for which it was established popped up like mushrooms in autumn. Those people who use the services provided by the organization are quite satisfied.

Governments of various states send their students to the Eurocontrol Institute in Luxembourg for basic and advanced training, not only for controller training but also for computer and management courses. The Experimental Centre in Brétigny, which has at its disposal sophisticated equipment to study, test and simulate extensive development programmes both in actual ATC and system development, receives its clients from various parts of the world. The Route Charge Office, although quite unpopular, works for various European countries, some of which are not even members of Eurocontrol. Still there is Eurocontrol staff at work at the Karlsruhe UAC to make sure that BFS-controllers stationed at this centre have reliable equipment at their disposal to handle safely and efficiently the traffic in the southern part of the FRG. Maastricht UAC in Holland still provides ATC service to air traffic in the Belgium/Luxembourg UIR and the northern part of the FRG UIR

and does so, as was often stated by those who are in a position to pass proper judgement, to the satisfaction of its customers.

In spite of all this the Convention of Eurocontrol, the paper work which constitutes the basis of the organization, had to be re-written. And why? Simply because in Europe people tend to think in portions of land which are 1000km long and 1000km wide at the most. Other parts of the world, with dimensions within which Europe would be represented by a mere spot, have, over the decades, developed different views. The so detested split of the lower and upper airspace, which, however, exists over the greater part of Western Europe, is there considered to be quite satisfactory.

In Canada, a country which is a few times larger than Western Europe the Edmonton ACC provides ATC service in an airspace which runs from The North Pole as a huge triangle to the East and West coast of this immense country. There ATC service is provided to air traffic above FL 230 in the southern part and above FL 280 in the northern part. Below it the regional centres control traffic in an extensive area around the major airports.

The USA intend to build 6 ATC centres which are going to provide ATC service in the upper airspace with satellite derived radar information. Of course the situation, in respect of airspace structure differs significantly from the situation in Europe. But the overall difference can never be so great that it is an essential requirement to have in Europe some 15 Aviation authorities are convinced that their approach of ATC organization is the "Egg of Columbus".

Eurocontrol may not be the ideal, it may even be far from it, but the organization as such with its not to be underestimated qualities and potential could certainly have been the basis on which a solid and balanced European ATC could have been

founded. If only it had been given the chance.

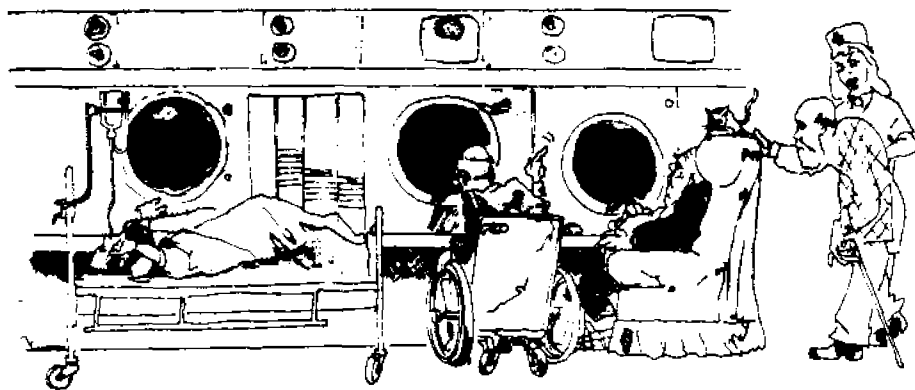
From what was decided in Brussels that day in November we cannot but expect the worst. And the result of all this ?

People who started to work for the organization believing in this European ideal lose confidence in the future. In the organization morale is going down at a phenomenal speed and apathy, which no one can call a good safety factor in ATC, comes in. The reason being that everybody asks him or herself the same question : What are we doing it all for ?

In some years everything will have disappeared. All of us will have gone under in something which has the appearance of quick-sand. Civil Aviation Authorities will continue to enjoy their own small, but at least finally private, imperiums and the Dutch, by that time probably ex-State Secretary, Mrs Nelie Smit-Kroes is likely to say that it is all very sad but that if she should have remained in office this would never have happened.

She would have looked after the personnel as she stated so often during her term in office fighting for European cooperation. But, alas, someone else took over, someone who did not take as much interest in the case as she did.

Despite this sad story we still hope that those honourable people who have the fate of some 1200 families, in the whole of Euro-control, in the palm of their hands will regain their common sense in time to develop in stead of destroy the only European organization which satisfactorily carries out the Executive tasks entrusted to it. In the meantime we would like to urge everybody to continue providing the high quality service which brought us the esteem of those who know what they are talking about. And here we mean Professionals. Pilots and Airlines.



Annual General Meeting

These times are far from ideal for Board members. We are faced with an unstable future, the internal tax system was introduced and had as a result that some people suffered a decrease in salary of 25% and some even more, some of us had another change of watch roster which reduces our off-duty weekends and breaks up established team comradeships.

All this resulted in an increase of sickness reports which in turn created further unrest in our OPS-room.

We are nevertheless requested to deliver a product of high quality in an atmosphere in which Maastricht UAC appears to be fighting alone, without back-up from our Headquarters in Brussels and sometimes even without the support from our local management. We are able to establish a regular contact with this local management which will hopefully result in a recognition of our Guild and lead to a more active role of the Guild in decision making.

The Executive Board of IFATCA still does not show very much interest in the future of our centre, a reason why the general attitude of our members as far as IFATCA is concerned will not change.

We seem to suffer from unfair attacks from one of our neighbouring guilds. A good task for our representatives at the next IFATCA meeting to solve this problem and to prevent deterioration of the relation between our two guilds. In the coming year we can also expect a lot of work in the political field in order to convince the authorities that our centre shall remain an active control centre. Undoubtedly this will involve spending a lot of money.

At Amsterdam ACC we can finally expect the introduction of the SARP II system which will lead to a safer, more flexible and more relaxed handling of traffic and will therefore also be beneficial to us.

I am happy to say that contacts with the Dutch Guild were re-established at a purely operational level.

For activities in the Guild I refer to the various Committee reports.

I would like to thank our colleagues who worked within the Guild : our Social Committee, the Input Committee and the Professional Committee for the enormous amount of time and effort spent to promote our Guild.

Without the work of our "Three Musketeers" Eurocontrol would not have grown so popular in the world of politics. I wish to thank our Technical Committee for their input. I know that your proposals have not yet been accepted by certain people in the "corridor" but with the appreciation of the Guild even these people will no longer be able to circumnavigate.

I especially would like to thank Danny Grew for what he did as Chairman of the Travel Section. As you may know he resigned from this post but he will remain active as a member of the Travel Section. Danny made this section of EGATS what it is today and we owe him gratitude for this.

Last but not least the Executive Board members and especially those from the Executive Committee. We held meetings regularly and although we did not always agree the will to cooperate and work was evident.

The Egats-Manual in which Executive Board decisions and General Meeting decisions, which are not laid down in our Constitution, Bye Laws and/or Internal Regulations, are incorporated is newly ready and will be available soon.

My hopes for the coming year :

- Continuous work at ATC and EGATS level, with active support from our members.

- Better prospects for the future.
- Better equipment for all ATC Centres.

France Control & the UA 24

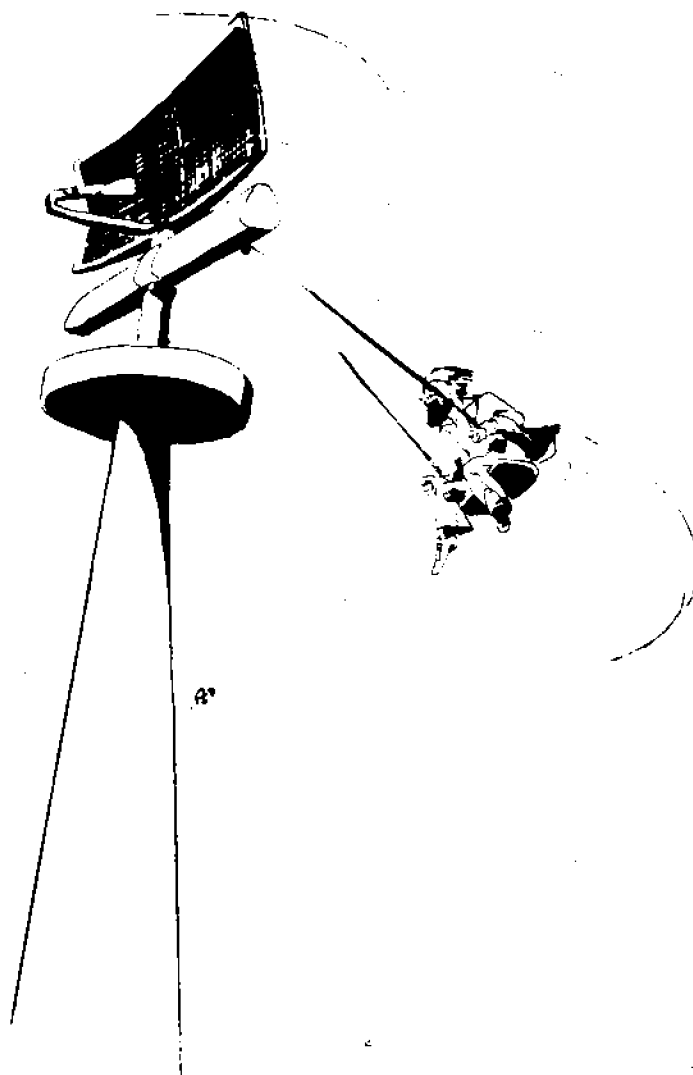
Very often at Maastricht we feel a bit uncomfortable if we do not receive permission from France Control to send traffic with destination Switzerland or overflying Marseille at FL 330 to them.

A recent visit to CCR/Nord made it quite clear to me why this is so. The area EPL, Epinal-RLP, Rolampont-LUL, Luxeuil, near the Swiss border is very busy and is just on the border of the display limit of their radar. There is a quite dense flow of traffic to and from Switzerland and the fact that in addition to the poor radar performance in this area the UA24/24E is squeezed in between two military areas does not contribute to an ideal civil control situation. Coordination with military units which at Maastricht normally does not appear to be too difficult is rather hard there and therefore radar vectoring in order to solve conflicts on the crossing point is often very difficult. Radar data is displayed in the form of raw video with superimposed labels giving callsign and Mode C information. The only problem is that labels are not really on top of the raw symbol but more or less alongside. Around LUL no raw video is displayed and only digital information is represented. The applied radar separation is 10 NM. Thus it becomes clear that only a monitoring service can be provided in this area.

Considering these facts I would like to urge controllers in Maastricht to apply strictly the level allocation system for this route. By doing so we show our understanding to our French colleagues, who certainly cannot be blamed for the fact that this situation exists as it does. By doing what they ask us we would act in the

interest of safety and I think that this is what we all want. Let exceptions be judged by France and not by us.

Fred le Noble.



Guild activities

Report IFATCA Regional Meeting Western Europe St. Paul de Vence 29-10-1980 / 1-11-1980.

EGATS

This time the theme Eurocontrol was not brought up by EGATS but by an excellent working paper by the Dutch Guild, and very much supported by the German and Irish Guilds.

Resulting from the discussions Germany proposed that this meeting should produce a motion of support to Eurocontrol.

Belgium reminded that for such a motion the approval of all of the Member Associations of the Eurocontrol memberstates were necessary and that Belgium was against.

Belgium stated as well, that in the case of realisation of the Dutch proposal this would lead to redundancy in the ranks of the Belgian controllers, which of course was not acceptable. Our declaration that with our present marginal/insufficient personal situation we would even need personnel from the "Regie" did not change the opinion of the Belgian Guild at this meeting, this was not the only negative approach from the Belgian Guild towards us.

BELGIUM

Before the Conference we were informed of the fact that Belgium accused some Eurocontrol staff members of breaking their recent strike.

At conference the wording changed and Eric Sermijn stated that he was not attacking EGATS but three individual

controllers who on orders from our Headquarters tried to break the strike by making procedures with the military; and Charleroi (which did not participate in the strike) to get the traffic into this airport, of which he had proof due to the fact that he laid hands on a letter dealing with the matter.

Even after strong insisting from our side Eric refused to produce this letter.

We of course proved very easily with EGATS policy and Internal Note 10-10-80 that EGATS will never break a strike from a fellow Member Association.

GERMANY

A solidarity fund has been created to lighten the financial burden of the individual controller resulting from the DM 1.8 million calculated loss of their slow-go in 1973 which they due to a German Court sentence have to pay. (For more detailed information see the publication boards)

FLOW CONTROL

Suggestions to improve Flow-Control to reach the Regional Vice President before 1-1-1981.

LOSS OF LICENCE INSURANCE

Iceland and Finland already have such insurances, copies of which we requested and as soon as they are in, the Guild together with the Union Syndicale will study them for eventual implementation.

IFATCA 82

The Dutch Guild gave a brief resume of the progress in the organization. The Congress itself will be in the well known RAI Centre and the hotel will be the Novotel.

REGIONAL VICE PRESIDENT

The Regional VP produced a paper in which the Region was asked to collect money to pay the Regional VP for attending the IFATCA Annual Conferences since this is not foreseen in the

IFATCA Manual and thus forced, in this case the Norwegian Guild, to pay his expenses on top of those of the delegation.

EGATS brought up that although the Manual foresees in paying the Chairman of the various Standing Committees out of the IFATCA Budget this never happens due to lack of funds and thus for matter of principle there should be a "chip-in" for them as well.

The meeting thought this a different matter and accepted the collection for the Regional VP (£ 7,50 per MA). Dutch Guild and EGATS voted against. After the official meeting the amount was paid by us a token of appreciation to the work of the Regional VP.

RELATION DUTCH GUILD

There appears to be a need to have a meeting(s) on technical problems (e.g. procedures NIK and RKN).

NEXT REGIONAL MEETING

Date and place not decided yet.

Philippe Domogala, Kees Scholts, Tom van Hal.

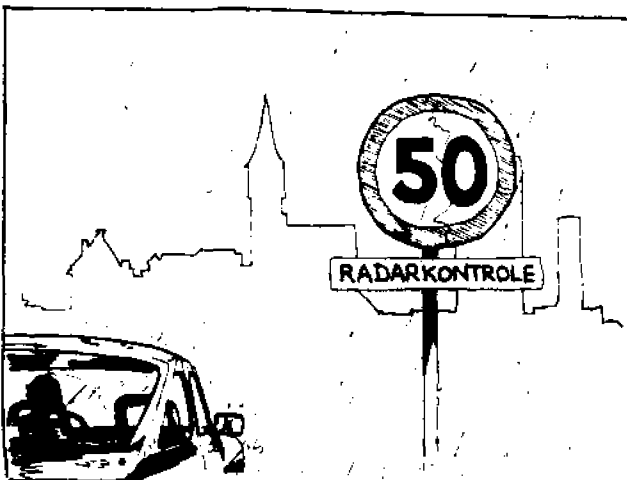


"Chaos or control - A.T.C. into the 80's".

Under this heading the British Guild of Air Traffic Control Officers invited twenty speakers to present papers during this conference, which was held in London from 22.10 - 24.10.1980 and was attended by more than 200 delegates.

Chaos in the real sense of the word was not found in present day ATC but the general situation in aviation borders on it. Aviation in this respect is the complex system of airline management, airport management, airspace structure and the ATC organization.

see next page



Most speakers described chaos, as mentioned in the heading, as delay, resulting in a loss of revenue, fuel and personnel utilisation. Several causes were mentioned but all of these focus in fact, on one specific point, namely, the inability of human beings to organize and cooperate in a broad sense. Everywhere people are busy solving problems in one area, which they often do very well, and by doing so create problems (chaos) in an other.

In his opening speech, Mr. Norman Tebbit, M.P., said he felt it was "over-reaction" to call for greater integration within Europe and for a controlling body which would have supra-national powers, since most of the year, air traffic is handled well within the capacity of the ATC system.

This view, however, seemed not to be shared by Dr. K.G. Wilkinson, Deputy Chairman of British Airways, when he said that "ATC is our major problem and our main source of unpunctuality".

These conflicting viewpoints were highlighted on behalf of EGATS by Mr. Geoff Gillett, in making a case for a more European approach to the solution of ATC problems. He pointed out that Eurocontrol had the technology, "know-how", and the operational experience to progressively implement higher capacity systems, throughout Europe and to be able to eliminate the bottle-neck areas, which generate ATC delays. He also pointed out that Eurocontrol had had a fully integrated flight plan and radar data processing system operational since 1974 and that conflict detection systems were now in use. Such a system was the envy of many countries and perhaps could have saved the lives of 167 people who died in the skies over Zagreb. He said that many authorities including IATA, the European Parliament and British Airways, in their report "Towards 2000", had favoured a federal European ATC system, to be developed by Eurocontrol. The question was then put to the panel of experts.

Eurocontrol expertise was freely available to the member States - was it being optimally utilised and if not, why not ?

Later Mr. Gerry Wigglesworth posed an interesting question when he asked what would be the airlines reaction to taking over responsibility for ATC? The answers to the questions posed in this direct manner were, like always, evasive and non-committal.

Airports are being built in close co-ordination with town and country planners in order to obtain an efficient structure to transport passengers and airport staff, to and from the airport. There is just one minor problem which is quite often overlooked ; passengers at an airport do not only wish to arrive and depart by means of trains and cars but if possible, they would like to do so by aeroplane, too. It is just there that the problem lies. The coordination which is often found on the ground seems to be absent as soon as we look above it. All kinds of different requirements now seem to interfere with one another. The basic ATC requirement, to provide a safe and ORDERLY flow of air traffic seems to be interpreted differently by the various agencies having to provide this. Military requirements often prevail over those on the civil, i.e. commercial, side.

Refueling areas, shooting ranges, paradrop zones and exercise areas are chosen in such a way as to be most favourable for the military. Civil air traffic is simply squeezed in or restricted.

In the civil side there is of course room, if not a hemisphere, for improvement. To provide a safe and orderly flow of air traffic, controllers should have available appropriate equipment. This means that air traffic controllers all over the world should be provided with the best available technology for their demanding task. States should co-ordinate much closer in order to obtain equipment which is compatible both in quality and characteristics. At this moment, the telephone is often the only component which is the same in two adjacent centres. This difference in quality and type of equipment results in a great difference in capacity and efficiency.

As delays are a measure of efficiency, we must admit that ATC in Europe has not been very efficient over the past few years. Delays have increased and flow control has become a feature with which we apparently have to live for the years to come, although it was established as a temporary measure to keep delays within tolerable limits.

Eurocontrol was mentioned several times both in a positive and a negative sense. Although Eurocontrol may not have expanded to its full potential, one fact remains and that is that through the high quality of its equipment it has a very high capacity, in fact so high that it often cannot be met by upstream or downstream centres and that it can therefore efficiently provide a safe, orderly and also expeditious flow of air traffic. Mr. W.C. Woodruff, controller, UK National Air Traffic Services, who said that he was not against Eurocontrol as a whole but preferred to see another role for the organization, stated that with Eurocontrol being responsible for all ATC in Western Europe : "The number of air traffic control centres and sectors in Europe would not change appreciably ; they are dictated by controller workload and manageable packets of airspace and not by national considerations".

This is of course true in some respect, but the statement loses a lot of its apparent quality if we take a closer look at it.

Certainly air traffic control sectors will not change appreciably but with modern and compatible equipment in these sectors, the capacity can be increased with an unchanged workload for the respective controllers. A man working 12 aircraft procedurally is overworked, one using primary radar is very busy and one using labelled displays can work in a relaxed manner. Manageable packets of airspace could be more easily created, if sectors could be established in respect of traffic requirements in stead of national sovereignty.

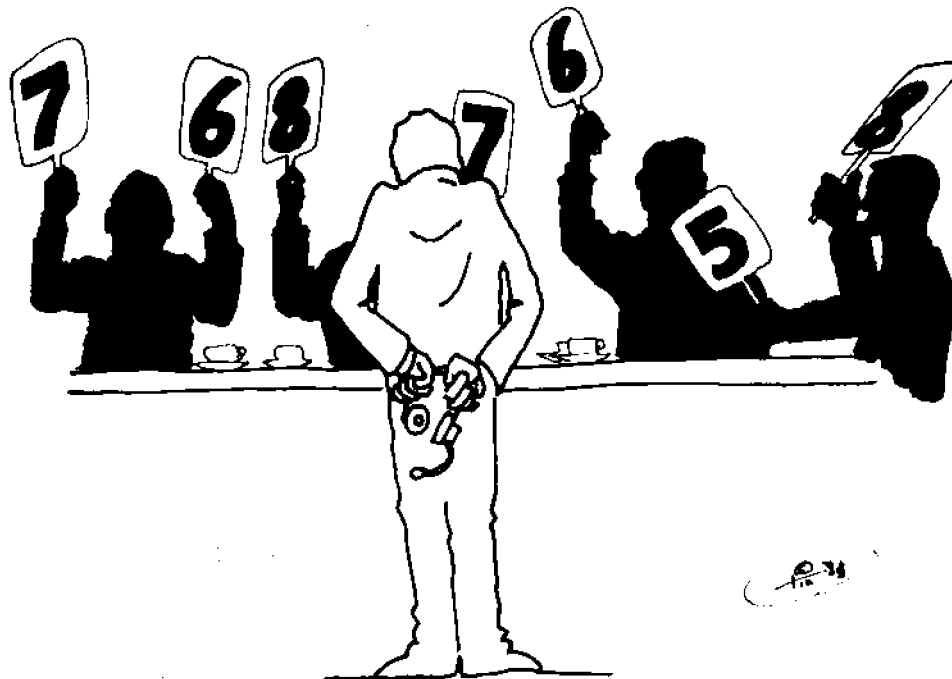
An example is the Maastricht UAC where the so-called Brussels sectors in their LNO-sector control traffic well into the Hannover airspace.

At present Eurocontrol is often blamed for not having reached the goals set at its establishment but if one closely examines why this is so one has to conclude that it was never given the proper chance to do so.

A continuous suffocating pressure being exercised by some European states in their unwillingness to transfer executive control to Eurocontrol has greatly reduced the possibility to get rid of some of the bottle-necks in the European ATC system. One thing is clear, however, if we want to get rid of delays and flow control, close coordination is a first requirement. The closest coordination possible is an executive body which has European responsibility. Eurocontrol could do this provided it be given the right degree of autonomy. Then, one day, others may, following the IFALPA representative at Convex 80, Capt. W. Harper, say : "Gentlemen , you may not be aware of it but we pilots like Eurocontrol".

After having said all this, I would like to congratulate the British Guild of Air Traffic Control Officers for a perfectly organized and very interesting conference. I have to admit that it was the first time I attended this event but I can assure you that it will not be the last time.

Fred le Noble
G.L. Gillett



PROMOTION

It would seem that the subject of promotion, or rather the lack of it, is one that annually causes much concern, puzzlement and sometimes not a little bitterness amongst our members.

As at this time the promotion lists are being prepared I recently had a short discussion on the subject with Mr. Dieben, Head of Operations here at Maastricht.

In earlier years two promotion boards were held annually but, primarily for budgetary considerations, one was axed some years ago.

Each year the maximum number of promotions allowed in each grade is fixed (mainly for budgetary reasons). In the last years this came to approximately 10% in total.

In the past, due to the large training commitment which Maastricht U.A.C. had most of the promotions amongst the controllers were B5 to B4 and B4 to B3 - these "functional" promotions often amounting to 50% of the total for Operations. This

training peak now being past the emphasis has changed and it can be expected that promotion of the senior B3s will prevail. But before any parties are organised it should not be forgotten that there are 23 persons eligible from 1973 and 1974 alone.

But seniority is not the only or main criterion in deciding the composition of the promotion lists; the three main factors are :

1. Function

In a number of cases duties are coupled to a specific grade. For example supervisor positions are graded with B1 or C1 although not all deputy supervisors have yet received these grades. Proposals have been made to ensure a sufficient number of B1 and C1 budget posts. Training officers and Flow Controllers should ideally be B2.

The promotion of B5 to B4, B4 to B3 and C4 to C3 is more or less automatic dependent on qualifications being obtained.

The fact that a person has attended a large number of simulations or courses does not lead to a faster promotion.

2. Seniority

Generally speaking the most senior person eligible who has also shown the necessary capability, will be proposed for promotion. In this context special circumstances are also attempted to be taken into account, e.g. if staff of a lower seniority seem to have been unfairly penalised in the past, or if it is considered that outstanding qualifications should be recognised.

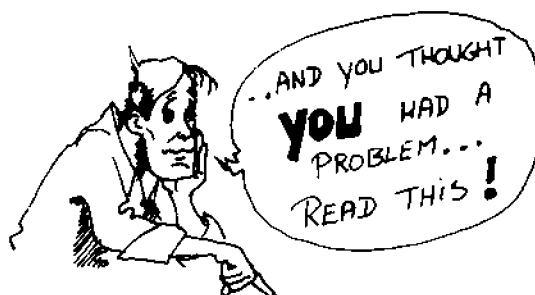
3. Staff report

The staff report is used primarily as a tool to assist in the decision making process. It could in certain circumstances show whether certain persons of the same seniority are better qualified than others.

Mr. Dieben concedes that there are draw-backs in the system.

In any case, promotion is not only a recognition for above average capabilities or qualifications but must also take seniority into account.

The promotion possibilities are limited to the number of budgetary posts in the various grades. Once the higher ranks B1, B2, C1 and C2 have been filled, future promotion is likely to be on the basis of filling "dead men's shoes" i.e. replacing old and senior staff who retire or otherwise leave the Division.



Although a continuous climb is the desire of both pilot and controller, an expeditious climb is often necessary. The latter whilst affording much satisfaction for the aforementioned pilots and controllers, provides only misery for the steward.

In the mind of this stalwart the "fasten seat belt" sign is extinguished at Vrotate. It has been known for the better stewards to serve a full cockpit dinner at VI. Much to the embarrassment of the first officer whose throttle hand connected with a prawn cocktail at VII.

In actual fact it remains that a certain collapsible bartrolley (the steward's deadliest enemy) has to be ready as soon as possible after take-off. In a normal human environment this task is simple enough, but imagine trying to do it one handed on the south face of the Matterhorn, and you will have grasped the idea. One hand? My more observant readers will immediately wonder what has become of the other hand. At this point it must be emphasized that the stewardess position at take-off is at the rear of the cabin, some 100 meters away. The other hand is infact juggling a container, holding 20 litres of very hot bouillon, which was at the point of flooding out the 1st class section of the aircraft. Meanwhile our steward almost forgot what must have been the first lesson of his career i.e. at take-off the foot must block the rear wheels of the bar trolley. If our steward learned about expeditions climbs the hard way, he learns about expeditions descents from disaster. Normally descent commences 20 minutes prior

to arrival the collapsible bar trolley has to be cleared and stowed. However, in the minds of some of the more strong-willed pilots the basic creed of "quicker down, quicker in bed" could be said to be prevalent. At this point it must be emphasized that the stewardess position after landing is as far as possible from these pilots. But I digress. With such pilots expeditious descents are the rule.

The steward does not appreciate the pilots' sentiments when his whole world tips suddenly to an angle of 90°.

Our steward must now recall the second lesson of his career i.e. during descent his foot must block the front wheels of the bar trolley. When it doesn't the lesson is learned.

As a gibbering steward frantically scrambles to retrieve olives, cocktail cherries, nuts and biscuits from a hysterical first officer's shirt collar.

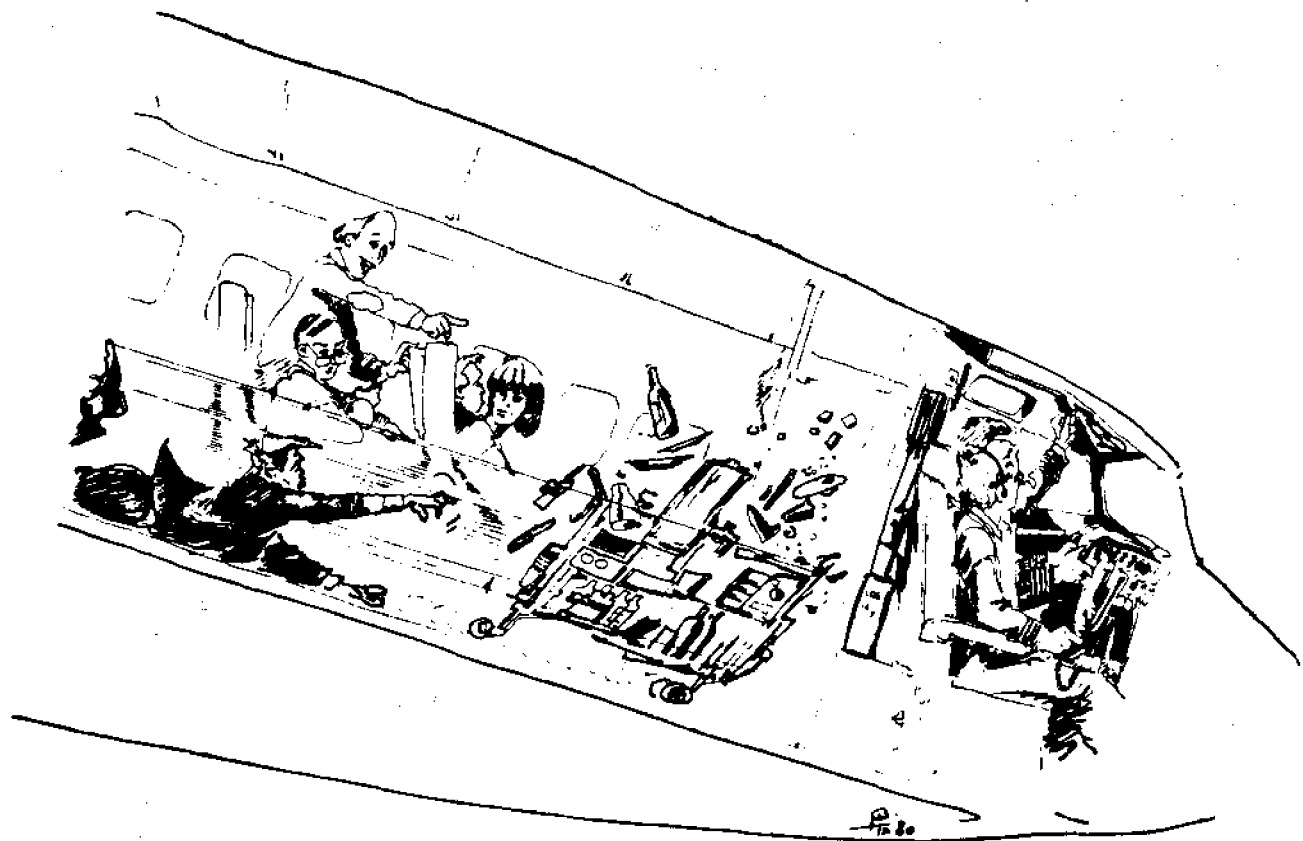
And from an assortment of bar paraphernalia the captain, once beautifully positioned on short finals finds the ice bucket under his left rudderpedal !

Such discoveries have been known to affect a captain's sanity. He never loses his selfcontrol, only his sanity. As his whole body stiffens, his hair stands straight as autumn corn and his eyeballs hit the windscreen, he gradually regains control of his

steward stricken machine as it slides, bounces to earth.

Passengers never witness the fate of our stewards. Perhaps that is best, after all, if they only knew that some of those unfortunates are now air traffic controllers.

Victor Bravo.



Madap

Emergency Simulation.

In Madap Phase I strips at the Executive controller positions were suppressed and after an initial period of suspicion it is now considered a quite satisfactory situation.

The next step, Madap Phase II, would also suppress strip displays at the Planning controller positions but due to the fact that no reliable back-up existed in case of a system failure this step has not been taken, so far.

The intention is to find a message, tabular, which will enable both EC and PC to carry out their tasks safely and cause as little an inconvenience as possible to adjacent and subjacent centres. Basically the Emergency system would be a system which on a continuous basis runs parallel to the Madap system. In case the Main Computer fails this Emergency system would take over more or less immediately.
What happens ?

When the Main Computer fails information displayed at the various sectors will freeze for ± 2 mins irrespective of the state in which they are at the time of failure. As the system will contain a radar bypass radar data will be continuously displayed without any interruption. This means that in this system radar labels will contain Callsign, Actual Mode C and PFL information. After 2 mins, when the Emergency Message will be displayed at the various working positions inputs will be possible again. However, the number of functions available will be limited to a minimum which ensures safe operations. When the Madap system will be available again a sector per sector change can be effected so as to avoid system change overs in complex traffic situations.

Stripless System.

In Madap Phase II there will be no strips at all. After the Executive controller who has been working from an ECM for some time now the Planning controller is next to do without his strip display.

Several messages will enable him to plan incoming and outgoing traffic and solve conflicts in his sector indicated to him by the computer. Which are the messages with which he will have to work ?

1. PSM, Planning Suspense Message.

(see bottom next page)*

This message is displayed upon activation of a flight plan after an estimate is received and the appropriate input has been made. (Compare : strips sliding down a flight progress board still having to be inserted under the corresponding designator).

By means of a FIT input (Flight Integration Task) the PSM is taken from the display list and inserted into the list of PCM's (Planning Control Message) (Compare : classifying strips under a designator).

Immediately the computer will indicate on the display whether any conflicts exist by boxing time items under the respective reporting points.

(see bottom next page)**

At the moment the PSM is taken from its list and inserted into the already displayed PCM's another message, the POD, Point Display Message, will be displayed. In this input sequence the POD will give all aircraft at the sector exit point within a 10 min. time period of the last into the PCM's inserted aircraft, together with times and PFL's for these aircraft thus enabling the Planning Controller to plan exit levels for his traffic.

POD message

1414 S 2 250A 270* LH12345 EGLL EDDF 290 NIM
 a b c d e f g h i j k l m n

- a. direction of flight
- b. point for which POD is valid time
- c. slave point (LNO slaved to SPI)
- d. attitude indicator
- e. controller identity
- f. SFL for BPN or BPX
- g. PFL previous controller is EFL own sector
- h. * when PFL input was made by LNO sector controller
- i. callsign
- j. off-PDR indicator
- k. A/D of DEP
- l. A/D of DEST
- m. RFL
- n. MADAP exit point



A POD normally appears when the FIT input is made for an BPX but can also be called up for any point in the sector by input function.

For Planning assistants the ERM will continue to be displayed as we know it at the present.

The above description does not include the Emergency Message as the format of this message will have to be decided upon or at least initially established for further study at the simulation taking place in January/February.

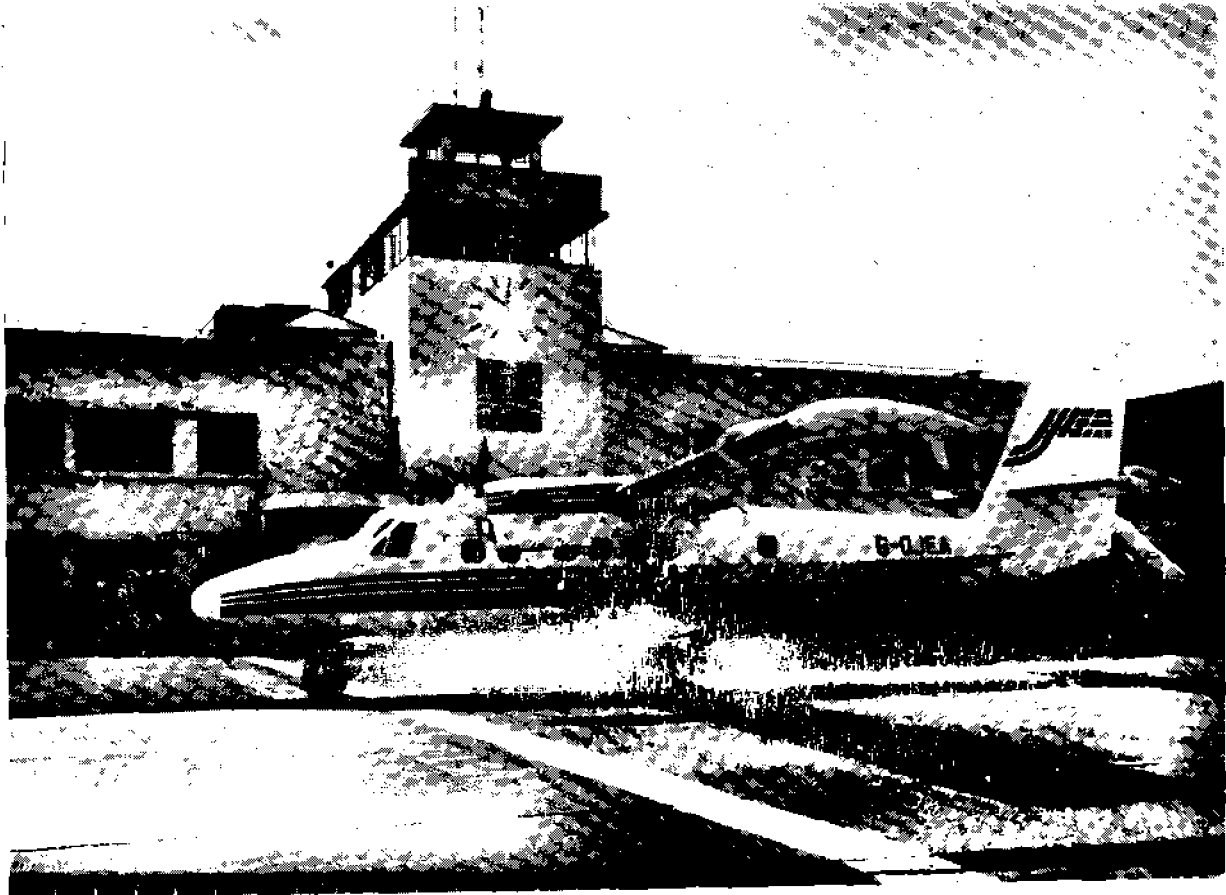
* 0842 BDK 270 LH 12345 EGLL EDDF B727 250A 330
 EFL/ SFL RFL
 NFL

KOK ACW GAA

SGS SPI NIM

** 1356 BDK S EGLL EDDF 00 07 14 270 290 LH12345 B727 16 20 26 NIM 330 T
 EFL/
 NFL

Old Faces



(Photo Credit : C.G. Casswell)

Some Technical Data :

Power plant : Two Pratt & Whitney (UACL)
PT6A-27 turboprop engines

Wing Span : 19.81 m
Length : 15.77 m
Max T-O weight : 5670 kg
Service Ceiling : 26,000 Ft
Max Cruising Speed (at 10,000 ft) :
180 knots

Average range : 1500 Km
Accommodation : 2 Crew and
19 Passengers

Footnote :

I would like to take this opportunity to thank Terry and Pam, owners of the Mayday Hotel in Rustington, for a most enjoyable stay. I can highly recommend their hotel to any of our members holidaying in the south of England.

Danny Crew

DHC-6 Twin Otter HB-LIS will be familiar to many staff at Maastricht U.A.C., not for climbing up to FL200 but for residing just over the fence for several months during the early part of 1980.

On taking up duties at Shoreham Airport, alias Brighton, Hove and Worthing Joint Municipal Airport I was pleased to see this "Twotter" re-appear as G-BLIS on the Jersey flight HJ16/HJ15 in the early part of the summer. G-BLIS operated for several weeks pending delivery of G-OJEA, a DHC-6-310, on 25 July, 1980 via Reykjavik and Manchester.

The official Twin Otter Inaugural Flight Jersey-Shoreham-Jersey took place on 12 August, 1980 and to mark this event a series of demonstration flights had been arranged from Shoreham by Haywards Aviation Ltd. Haywards was acquired by Jersey European Airways Ltd (operator of the Twin Otter) on 1 July, 1980, although the services are for the moment still operated on HJ trip numbers.

The local demonstration flights were intended for travel agent and interested parties to sample this 190kt 19 seat STOL airliner. It was at this event that I was able to make my first flight on the type, along with Danny Grew of EGATS Travel.

Capt. Morton took us up and down the coast between Worthing and Brighton on what materialized as a superb day with excellent visibility. The local environment was aptly conveyed as we turned back for Shoreham over Brighton, revealing the Marina, beaches, shopping Centre, suburbs and the South Downs. The rather rough touch down area on Shoreham's grass runway 25 gives the nosewheel a fair pounding but I imagine G-OJEA is accustomed to it now!

Jersey European operate a comprehensive network and Danny will be pleased to furnish details. Our thanks to Mr. M. Reynolds and staff at Shoreham for making the trip possible.

Bob Ruffle

Internal

Split of the West-sector

Due to traffic load, measures had to be taken to relieve the West Executive and Planning Controllers.

Why did the split as proposed not work as we wanted? A split of a sector can only be achieved safely with 2 complete independent subsectors. Therefore we need:

-Separate TID's with all possibilities.

-separate DDU's (DCP setting)

-possibility to couple/decouple the West frequencies

-a spare frequency

-details on TID + SDD according your layer setting \pm 2000 ft

We will have to wait for our new equipment.

FOR INFORMATION

The new route structure south of Luxemburg in France

Most of the military traffic will go either
MONCE - EPL or
RAMBE - DANAR,

Civil traffic will go to HERICOURT

C-zones are the military zones.

UA 24 E

Diekirch - Hericourt - VALDA - Saint Prex

UA 24 S

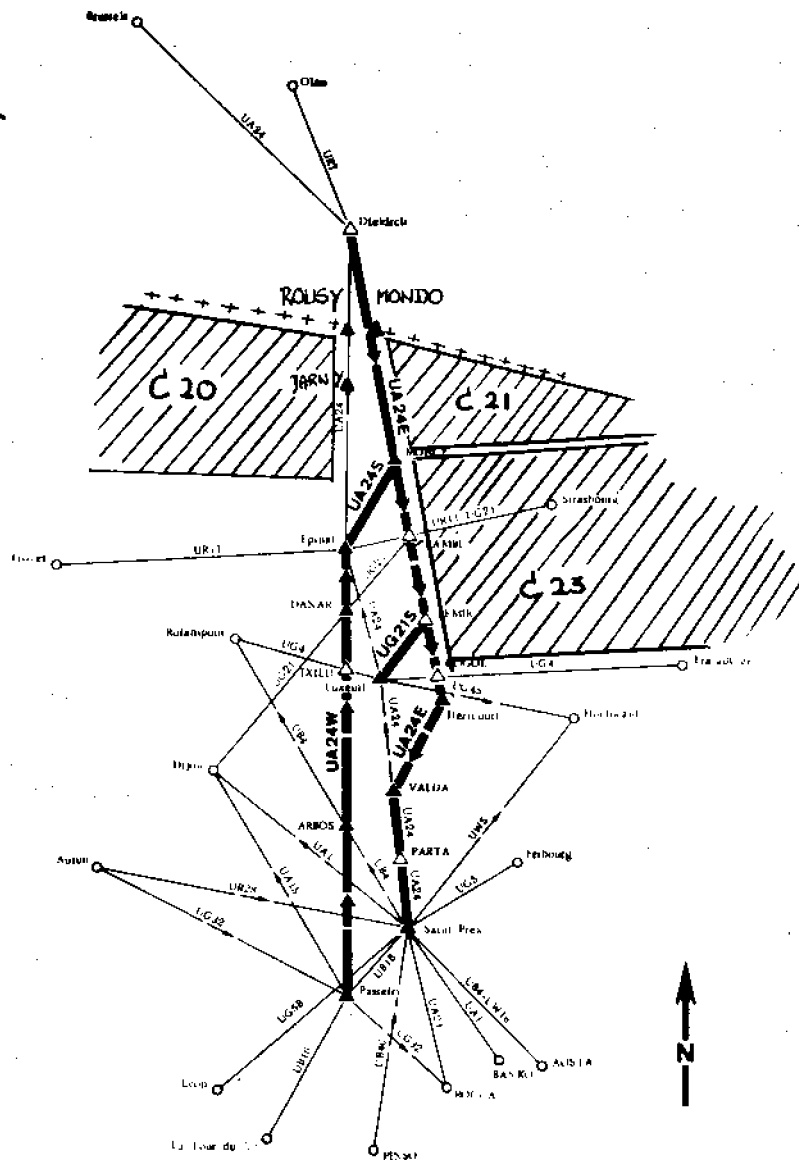
Epinal - MONCE

UA 24 W

Passairy - Epinal

UG 21 S

Luxeull - REMIR



Maastricht—Amsterdam coordination

On 17-12-1980 a delegation of EGATS visited Amsterdam to discuss the current L.o.A. Maastricht-Amsterdam. The two delegations came to the following agreement which, depending on the outcome of a referendum among Dutch guild members and the approval of the respective managements may be introduced on a trial basis awaiting incorporation in the L.o.A.:

NICKY SECTOR

1. Amsterdam will normally accept FL 260- at NIK/ANI
2. The transfer of control point will be specified as "Clear of UB 29 traffic, but not later than 5 nm N of NIK/ANI". Due to the fact that arrival routes begin at NIK/ANI coordination will be necessary.
3. Amsterdam will inform Maastricht when rwy. 06 is in use at Schiphol. Maastricht will then clear inbound to HSD VOR.
4. Maastricht will maintain radar separation and give a radar-handoff to Amsterdam.
5. In case of several inbound in a short space of time, Amsterdam prefers inbound to be at level in view of sequencing for approach.
6. Should Amsterdam for whatever reason wish to accept traffic according the procedures as laid down in the current L.o.A., 5 min. notice will suffice to comply.

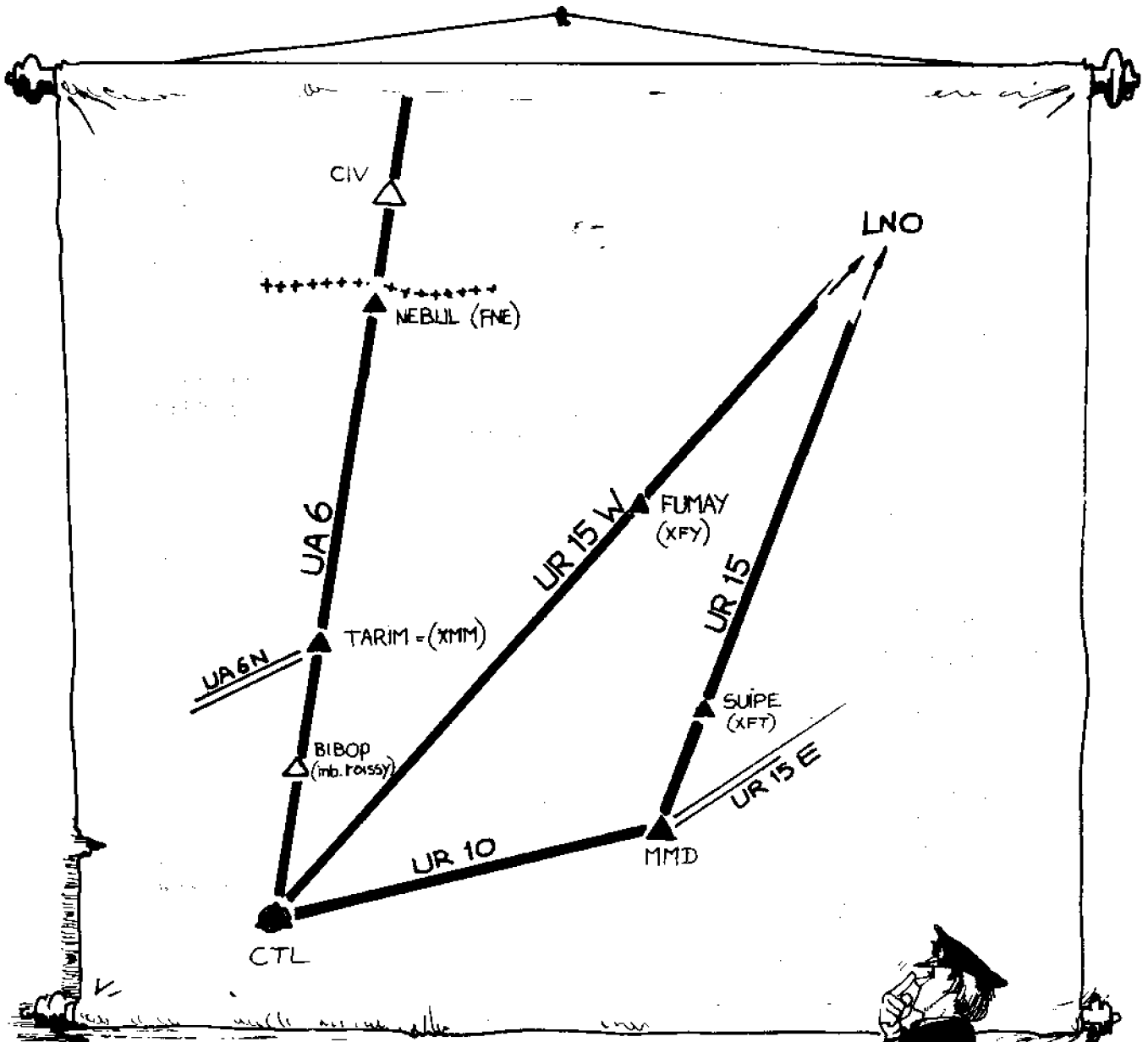
7. After ample consideration Amsterdam prefers inbound to Rotterdam via abeam NIK to proceed as laid down in the present L.o.A. Inbound to Rotterdam via NIK shall be passed to Brussels by Maastricht. Brussels will give an estimate and handoff to Amsterdam

COASTAL SECTOR

Maastricht considers separation between outbounds Amsterdam which are cleared from PAM direct to BDM by Amsterdam and traffic on UR 15 sometimes "somewhat marginal". Amsterdam stresses that deviations from the routes within the own area of jurisdiction remains one's own responsibility.

RUHR SECTOR

1. The (rare) activation of a military window between HMM and RKN would force Maastricht to bring traffic inbound EHAA at FL280- already at HMM. If Maastricht informs Amsterdam of activation of the aforementioned window, Amsterdam will be able to accept traffic FL310- at a position 15 nm SE of RKN, unless rwy 27 is in use at Schiphol.
2. There appear to be several interpretations concerning the transfer of control point at RKN and the positions for which the level arrangements in the L.o.A. are valid. Amsterdam persists in the interpretation that level arrangements are applicable for the point 15 nm SE of RKN on UB 5. In the autumn of 1981 there will be a further discussion on adaptations of the L.o.A., also on the basis of gained experience with mode C.



NEW



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