

ANFO



number 2 — 1981

INPUT

the magazine of the
EUROCONTROL GUILD of AIR TRAFFIC SERVICES

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H/OFF/P

Is it really two years ago that I took over from Mick Lewis as a "temporary" substitute until a replacement could be found? Well, we finally found a victim, sorry candidate, whom it is now my duty to present to you- Jan van Belle - the Victor Bravo of the last edition. I hope that those who cooperated in the past will extend a helping hand to the new editor and that those of you who always thought about doing something for "INPUT" but have never had the time now make time and help Jan produce YOUR magazine.

As you have already noticed we have once more changed printers and we now benefit from a professional lay-out artist again.

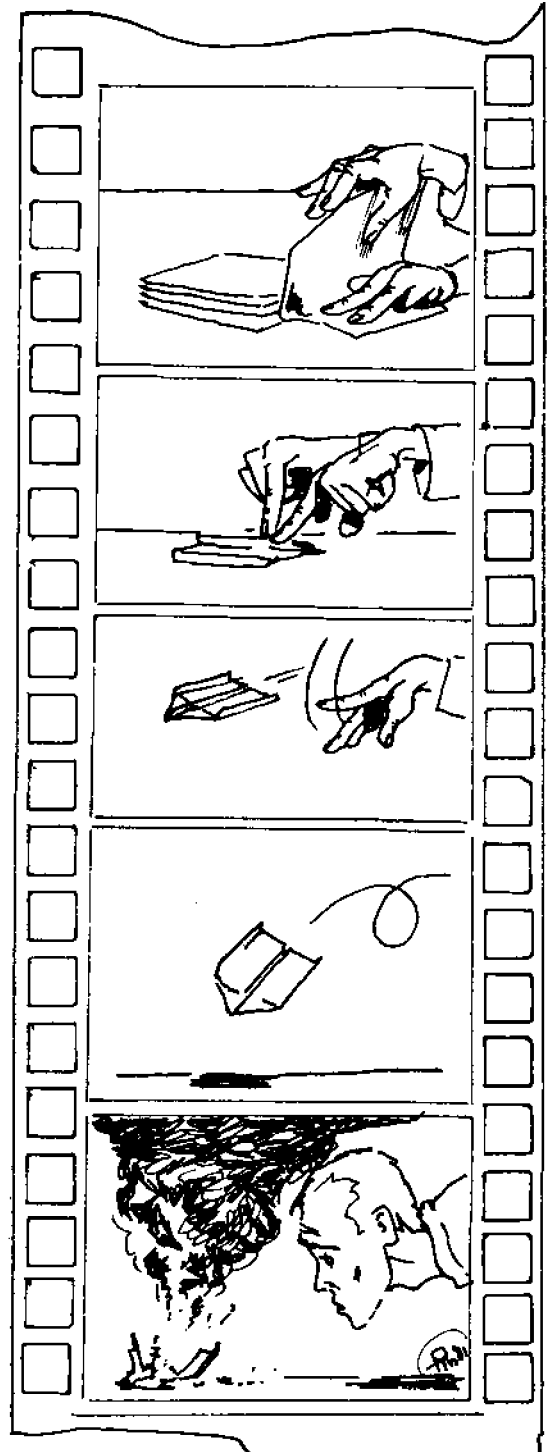
I tried my best but remember that a Scot is the living proof that the shortest distance between two p(o)ints is not necessarily a straight line.

Ian Guild

H/OFF/A

Thanks Ian, hope to hear from you in the future. Your work over the last two years is much appreciated.

Jan. E. X



OUTPUTOUTPUTOUTPUTOUTPUTOUTPUT



Welcome to this, our first new look "INPUT" magazine, under the editorship of Jan-Evert van Belle (Ed.). The changes in illustrative quality are obvious. Your editor has assembled a gang of four to assist in coping with the vast amount of material which, he is sure, will be forthcoming from all members of E.G.A.T.S. This team comprises Martin Germans, Clemens Degenaar, Norman Brown and Paul Hooper.

It must once again be emphasized that this magazine is, and must remain, the voice of our Guild and its individual members. The E.G.A.T.S. members provide most of the finance of "INPUT", it is your magazine; a forum or voice for your views, stories, anecdotes, ideas or whatever.

The editorial team stand, ready. Let flow forth and receive praise (or ignominy, Ed.). Let your collective or individual imaginations run riot. Don't worry about the facts, give us the good bits. After all, in Europe nowadays who is interested in truth? Much too dull, better a little fabrication for the sake of our souls.

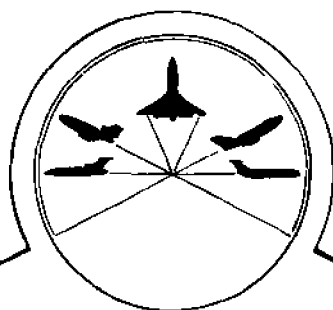
So come on, give us the goods. You all have a humorous anecdote or interesting tale, even some knowledge of aviation of interest to others. Do not feel discouraged about putting pen to paper, the editorial team will be delighted to assist. Language no problem, our special linguistic section eagerly seek employment, see photo overleaf.



The sports enthusiasts will be pleased by our emphasis on the finer, nobler sports. We considered a crossword puzzle, but breaks are shorter these days. Anyway, with only three months between publications, some of our members may not complete the thing in time. We also considered competitions, for example "Spot the time", but we thought that one too easy, most of the Ops. Room staff are experts. So we finally came up with a

competition to find the best article of the year; which competition we shall name the "Best Article of the Year Competition", and for which we will be offering a prize. (At least that way someone might come up with something intelligible, instead of this muck! Ed.)

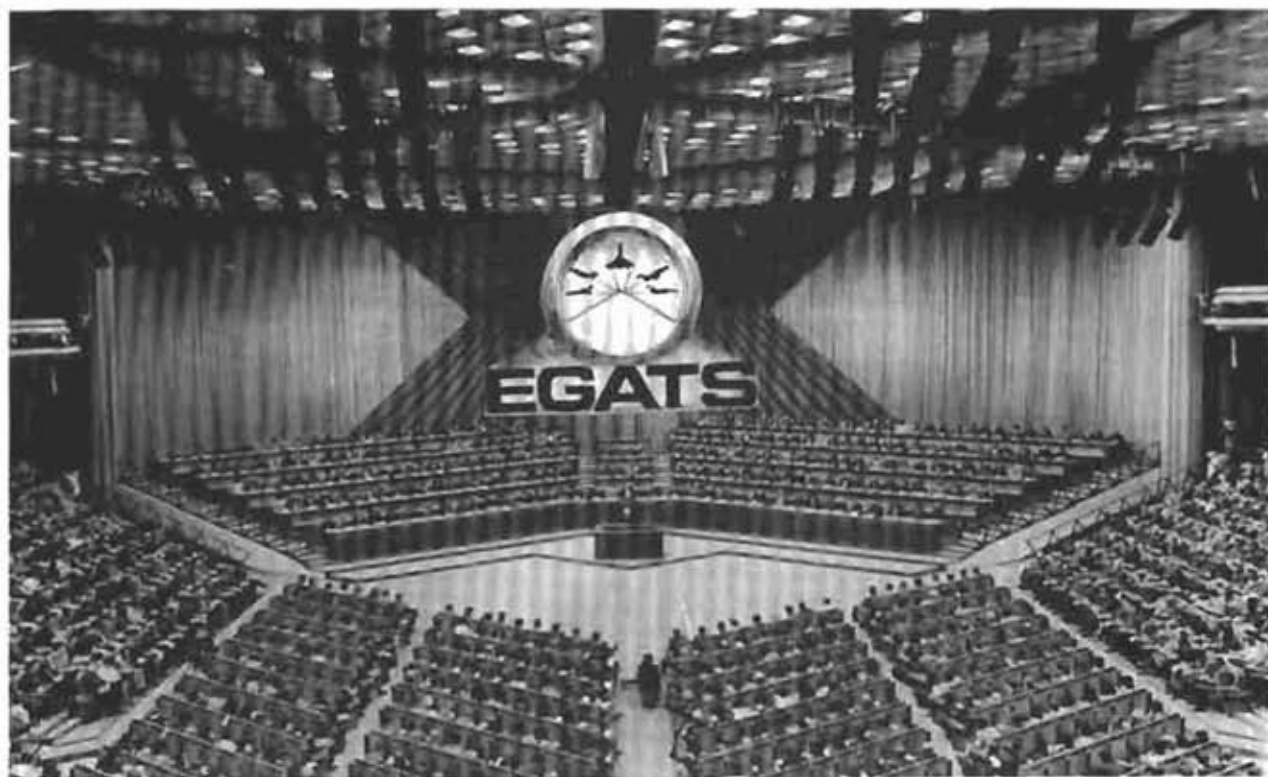
So you hold in your hands (we hope) our first effort; and if you don't like it, you can..... (Quick! Stop him! Ed.)



EGATS

EUROCONTROL GUILD OF AIR TRAFFIC SERVICES

Annual General Meeting



Special General Meeting of EGATS on 20-3-1981

The entire E.B. was present and if you consider the presence of another 10 members you can imagine the highly charged atmosphere of the canteen.

The meeting was opened by the president Jan van Eck. We will mention here a few of the agenda points. Other points discussed at the meeting, have been published elsewhere in this issue and the minutes are available to all members.

The most important point of the agenda was discussed first: our magazine money.

They gave us double allowance (4000,- dfl), so watch out. Our next issue will be produced from the Bahamas.

The extra money came from the cancelled party allowance for 1981.

The remaining 500,- dfl from this allowance was diverted for the Brazilian controllers as aid in their IFATCA business.

Among the other points discussed in "IFATCA affairs" was the position of vice president technical committee.

The present holder of this office, Mr. Oudin, is not reelectable. The new candidate is Lex Hendricks of the Dutch Guild, the vote was unanimous that we give him our full support.

Mr. Grew, having withdrawn as chief worker in the travel section was supposed to be presented with a tankard.

Unfortunately he was not present, so we debated auctioning it; but on second thoughts it was given to him a few days later.

We would like to take this opportunity to invite members to attend such jovial meetings as this, in order to see and hear what they are missing and above all, what happens to their subscription money.

— o —

President's Message

In the message from the E.B. we will give you a brief summary of our last months activities.

In Amsterdam we had a meeting with the Dutch Guild to solve technical problems regarding River and Lake arrivals and some more general matters. A modified letter of agreement will come out after official approval.

We had a meeting with MATCAB, Military Belgian Controllers Ass. (Semmerzake) in order to talk about TRA South problems, VFR crossing, joining clearances, etc.

Normalizations of relations with Belgian Guild has been achieved after an exchange of letters and telephone calls.

We used the EUROTOP at Maastricht to invite the crew of the VIP's to visit our center.

We had a meeting in Paris with the SNPL, French Pilot's Association.

We asked IFATCA to send to our Director General the report of the International Labour Organization, with a letter of recommendation for implementation.

We had a meeting with Director of Personnel in Headquarters in order to clarify the future of the Controllers and the consequences of the present study made by Eurocontrol on the future of the Maastricht UAC beyond 1983.

Our Technical Committee held numerous meetings with our local management reference: UPD function, change of callsign of Maastricht into Eurocontrol (see page 11), radio failure procedure, etc....

Furthermore we have to announce two resignations.

First Adrian Enright who decided to leave the E.B.

We will miss his enthusiastic cooperation.

Last but not least, Ian Guild who has resigned as Editor of Input.

Thanks, Ian, for all the work you have done the last two years. We all know how much work it is to produce a magazine.

On behalf of the
President,
Philippe Domogala
Vice President
15-05-81

**Help INPUT
help EGATS**

**If you know
someone who is
interested in
advertising in
„INPUT“**

SHOUT!



BRAZIL

ph. domogala

RIO.....AND OUR BRAZILIAN COLLEAGUES; ; ; ; ;

In an earlier article the deplorable situation of the Brazilian controllers was made known to you. I kept in contact with them and I used the Cairo IFATCA conference to have the world community informed about them.

I have tried, with the help of IBERIA and TAP to have one Brazilian controller present at Cairo. Sponsors were available, but our colleague was probably not allowed to leave his country. What can you do if you are deprived of money and freedom.

The following letter was received during the conference, and was read to all delegates present. Copies of it has been given to most associations and most of them will try to have it, or part of it, published in their national magazine.

Rio de Janeiro, April 22th, 1981.

"Thank you very much for your dedication on our sake. X has already received the invitation but the permission to take

part of the conference has not been given yet. So if he is not in CAIRO in time, please read this to the conference:

The problems of the civils controllers in Brazil are at first a monthly salary of US \$ 300, half of a military controller's pay to execute the same tasks, (cost of life in Rio is similar to Europe).

Most of us work outside ATC or is studying hard to get another job.

No medical or judicial assistance, medical assistance only on the Public Healthy.

No division of salary, an old radar controller earns the same as a beginner.

Trying to end up this condition of sub-job, 2 members of our association came to Rio and S. Paulo and showed us all the difficulties. But the association suddenly finished, perhaps because it was only permitted to act on Sport and cultural events.

So without an association that could also act in professional matters, we do not foresee any solution even because the

proportion between military and civil controllers is 5 to 1 and we would be easily aside. These reasons are sufficient to make anybody loses one's interest for any profession.

I would also like to thank all the Controller's Associations Pilot's Associations for their attention and IBERIA for the ticket. I think that after the conference and after "The Controller" things will change to better.

Best regards,

P.S.: As an information we were offered to work in Mozambique by TASA (Aeronautical Telecommunications S.A.) as Air Traffic Controllers. The conditions: 1000 US \$, 45% in \$ 55% in Mozambique money. No home and besides having to leave definitely our job in Brazil. Contract of 2 years. Nobody accepted."

During the last EGATS General Meeting, a sum of 200 \$ was made available for the Brazilians to start an association. I haven't been able to give the money to them in Cairo but I plan to bring it to them together with advice and documents in portuguese (prepared by the Portuguese Association) to help them forming a kind of association.

Dialogue with IFATCA will then be activated. You have to remember that IFATCA is a Federation of Associations and therefore, has difficulty in acting with individuals.

A member of the Executive board of IFATCA (probably Pat O'doherty VP Admin) will come with me to Brazil, to give them the support of an international organisation.

Pilot's and Controller's Associations are prepared to help in order to get them out of these deplorable conditions.

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

Contributions are always welcome.

Meeting of Staff Representatives with the President of the Permanent Commission

by geoff gillett

On Thursday, 22nd January 1981, the President of the Permanent Commission, Lord Trefgarne, accompanied by A.V.M. Pedder, the Director General, the Director Finance and senior civil and military staff members from the U.K., visited Maastricht UAC.

Lord Trefgarne had agreed to meet staff representatives, as had been previously arranged by his predecessor.

At a previously held meeting it was decided that Messrs. Jacobs, Horsman and Gillett would act as representatives of the Staff Committee, Union Syndicale and the Eurocontrol Guild of Air Traffic Services respectively, but that any points raised would be in the common interest of all staff.

The following points were submitted:

1. Considering the fact that air traffic control is a high stress profession, the situation prevailing in Eurocontrol, whereby staff have had to continue to provide a safety service with the constant threat of an uncertain future for their employment, could be considered most unhealthy. Could we have the assurance of the President, that he would attempt to guide his Commission towards a definite safeguard for the future of the Maastricht Centre-of which we are all proud-and in particular for the future of the employed personnel?
2. In spite of unanimous support for Eurocontrol to develop a European solution for the current-and future-ATC problems from the user airlines, the European Parliament, IATA, IFALPA, CEAC and NATO; why have we been unable to convert this momentum into a political will with consequent legislation?

3. Some staff members had been required to resign from National Civil Service posts, in order to serve in the International Civil Service environment of the European organizations. This is in direct contravention of the principles of mobility of the working population within the Member States of the E.E.C. Would the President care to comment this?

In reply, the President said that he wanted to point out first that he had been in office for two weeks and was therefore not fully familiar with the problems of the Organization.

Nevertheless he understood the concern of the Staff, having great sympathy for them and wished it to be known that he would do whatever he could, to reduce the uncertainty aspects. For example, the limited term contracts would cease to be made. In reply to point two, he said that practical or useful considerations, valid though they may be, do not always succeed in the world of politics. Politicians have to work in the real world and their powers are limited in what they can achieve and even good ideas are not always sufficient to obtain results. There are limitations in the system. He said that the British Government had had the political will to support the aims of Eurocontrol but that a new task under the new convention might well be needed. The EGATS representatives, however had with respect to differ in his opinion, about the attitude of the British Government. They had steadfastly resolved not to allow Eurocontrol to extend

Executive Authority within European airspace.

On the point of mobility of the working population between Member States, the President said he would take up this matter and would require further information to be made available, from the Director General. The matter of the Internal Tax was raised, which had been imposed on the Staff at short notice, without sufficient care for individual hardships, which could have been partly overcome by a transitional phase for example. Some staff members experienced a 30% reduction of net income.

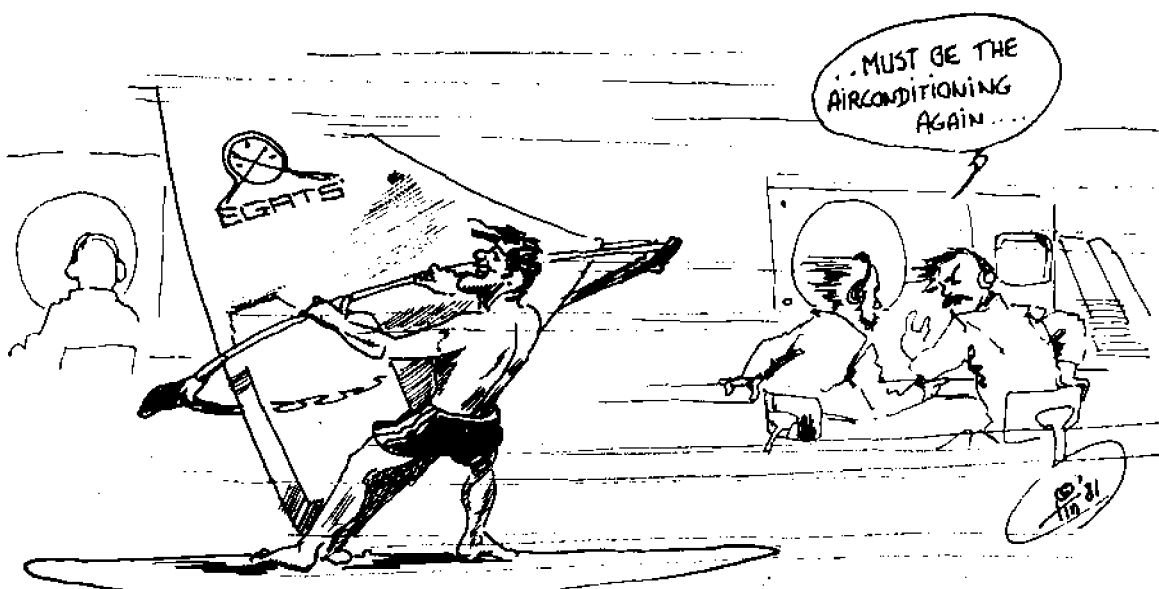
The President said he was uninformed on the details of the Internal Tax System and invited the Director General to comment. The Director General explained that Eurocontrol had no alternative but to implement the system w.e.f. 01.01.1981, following the signing of the protocol by the last government in December 1980. Mr. Horsman also raised the question of a document existing to denounce

the Convention. Apparently, a member of the Dutch Parliament said that this existed to be used by the British Government.

Lord Trefgarne said the British Government did not do business in that way and that the Dutch Parliamentarian could be informed of that.

A final point was raised when it was drawn to the attention of the President, that there was a diminishing French and British presence within Eurocontrol to which he replied that it would be more desirable to retain a balance of nationalities. As far as he was aware no applications from British Nationals were normally refused.

The President and his delegation were then thanked for the courtesy of receiving the Staff Representatives and departed for London. A subsequent debriefing was held and it was concluded that the brief meeting had been well used to draw the attention of the President and his delegation to some of the current problems.





QSY EUROCONTROL?

henk v. hoogdalem

Once, on a duty flight about two years ago, I had a good opportunity to talk with the crew of a Lufthansa flight from Dusseldorf to Barcelona.

While enjoying a short-cut over Belgium I asked what these operational men felt about Eurocontrol, its operational and political aspect; but, none of these crewmembers ever realized, that Maastricht is a part of Eurocontrol, and it was hard to convince them of this fact.

Maastricht had a positive and operationally appreciated sound, while the word "Eurocontrol" was only associated with route charges and political discussions.

I knew from previous contact that even amongst KLM pilots, some were unaware of the relationship between Maastricht and Eurocontrol, while many Air France pilots thought only that Maastricht is a town in Belgium..

Having contact again, some months later the Lufthansa captain told me, he had figured out, that more than 70% of the Lufthansa crewmembers were not aware of the link between Eurocontrol and Maastricht, and he stated that the good name of Maastricht should be changed to Eurocontrol, to let people know that at least one European institution is running as it should.

This hint gave me the idea to make the following proposal to the Guild:

Change of Callsign

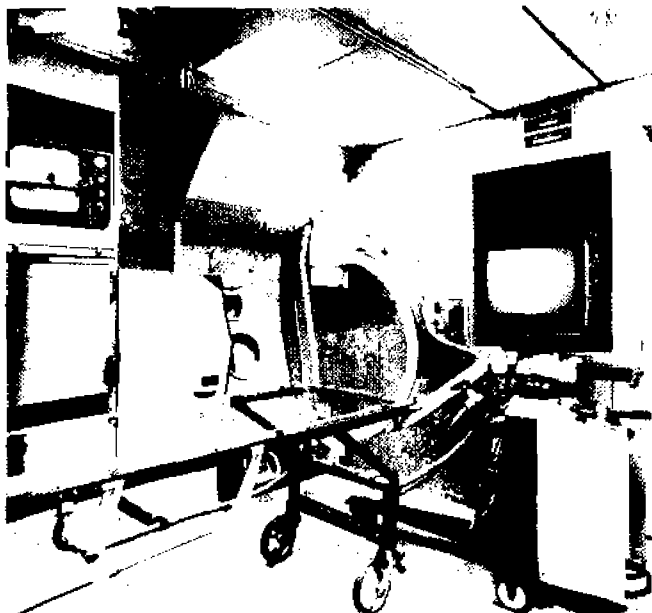
Maastricht into "EURO"control

and let's try to bring this name to the positive place where it belongs.

In the meantime the technical committee of the Guild is working this proposal and soon you will read about the results.

— o —

QU'EST CE QUE C'EST ÇA?



- a. The new intensive care unit for ops-room personnel suffering stress?
- b. A new rest room?
- c. The new "interrogation room" for controllers having had an incident?

Before our phantasy runs riot, I will tell you it is the interior of the first C130H emergency hospital aircraft.

Its purpose is to go into areas where immediate medical assistance is required, and access roads are not available, preventing ambulances and other vehicles from reaching the scene.

Helicopters could be flown in, but, perhaps at the fatal consumption of time.

Nothing new, you may think, but just look at the specifications.

After the aircraft lands and taxis into position, the auxiliary power units and air-conditioning system are turned on.

The auxiliary systems are for ground use only and are located in the modified aft sections of the external fuel tanks. Gas turbine units receive fuel from the aircraft's integral fuel tanks and generate 120kVA of 400-Hz electrical power each. Part of this power - 16 kVA - is converted to 60 Hz, which is required to operate most of the medical equipment on the aircraft.

The aircraft is then stabilized so that sudden movement, as may be caused by the release of stiction in the landing gear cylinders, can be eliminated. Two hydraulic-mechanical strut locks are placed in position, locking the gear piston. This lock also prevents any upward motion of the aircraft, which becomes more likely as the auxiliary power units consume wing fuel, lightening the aircraft and increasing the possibility of an upward rise. Any sudden movement of the aircraft could, of course, seriously disturb any surgical operation taking place.

The communications systems on the aircraft consist of dual HF, VHF

and UHF radio systems, each with voice capability.

The one-kilowatt duplex HF radio system, for example, allows doctors to speak to a base hospital hundreds of kilometres away without the need to press switches to speak, much like a standard telephone. This communications network allows the ECG data system to transmit vital medical data while on the ground or in the air.

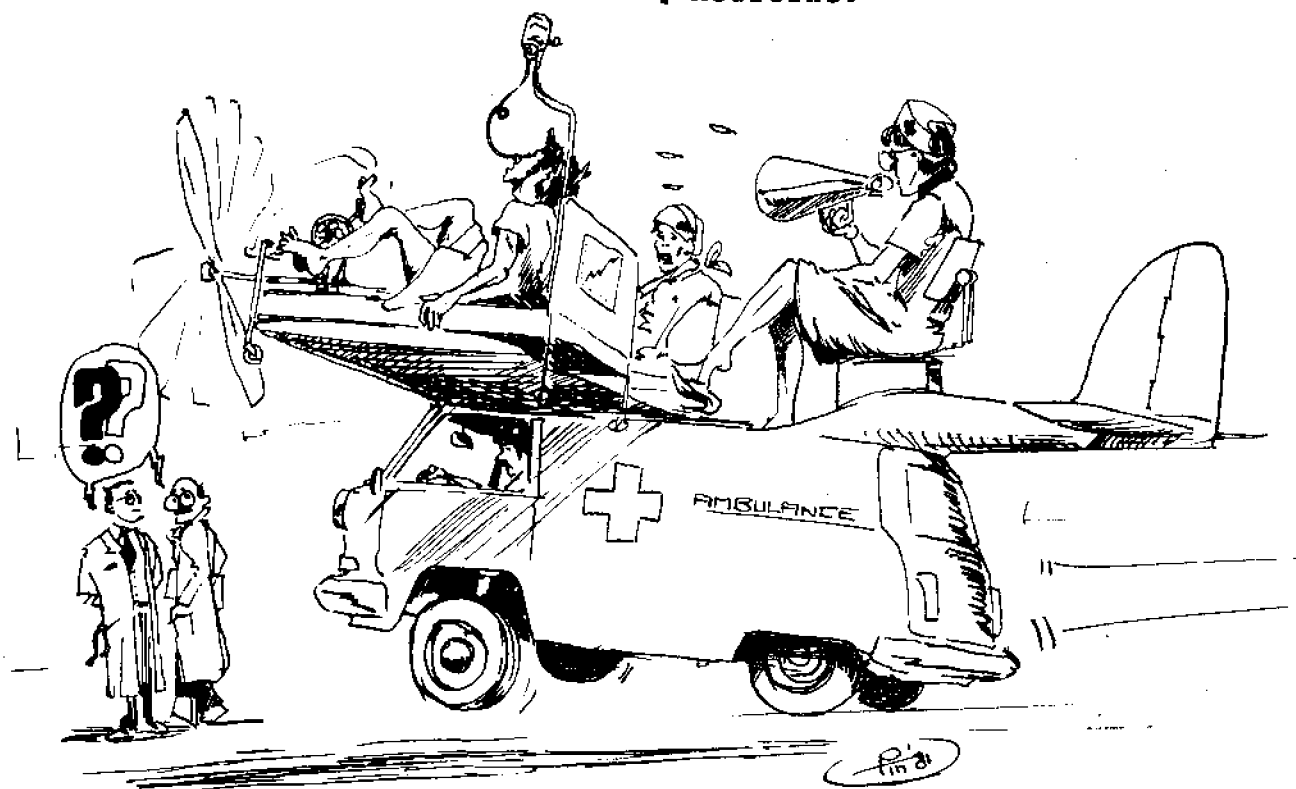
With the gas turbine power plant units in the exterior fuel tanks, the aircraft has the capability to provide up to 72 hours of self-supporting operation. All necessary electrical energy to operate medical equipment, cabin lighting, communications systems and environmental systems (such as air conditioning and heating) is generated by this power plant. The air conditioning, in particular, is a crucial element in desert climates; the system maintains a constant temperature throughout the aircraft and is capable of dropping the temperature very low in the operating room, which is important in many types of operations.

Also installed within the aircraft are two 8-kilowatt power converters, used to provide stabilizing energy to operate all onboard medical equipment. A fully integrated oxygen system, supplied from six 7.75-cubic metre oxygen bottles is piped to each of the medical compartments and patient positions throughout the aircraft.

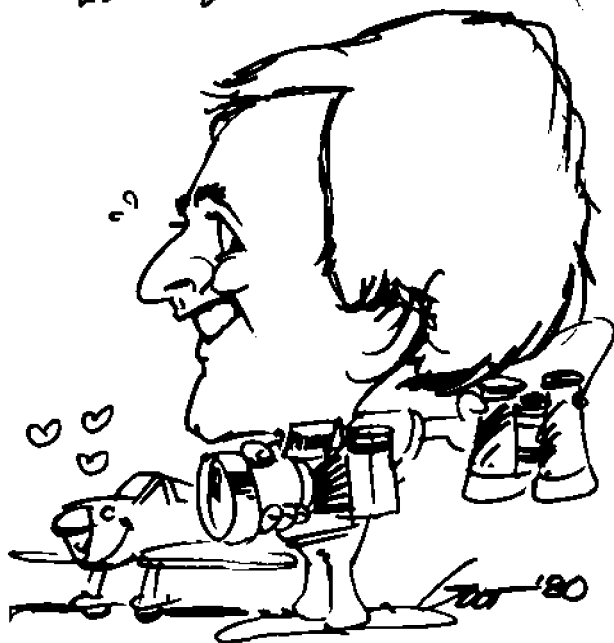
Nitrous oxide is supplied from two 8-m³ bottles and is piped to the examination room and operating theatre.

The result, produced by Lockheed Aircraft Service Company (LAS), is a complete, self-sufficient medical-care facility enclosed in a C-130H aeroplane. With its proven capability of landing and taking off from any rough or undeveloped strip of land 1,200-1,500 metres in length, the C-130 can help provide medical treatment at a remote destination and life support while en-route back to a base hospital.

Assisting LAS in the production of this first-of-its-kind aircraft was a staff of medical personnel from the U.S. Loma Linda University Medical Centre and School of Medicine.



THE HOOP'S COLUMN...



I think I can safely say that the majority of us who travel by air will be carrying a camera and film with us on the trip whether it be for business or pleasure.

We are therefore obliged to share the same headache - that of airport security systems.

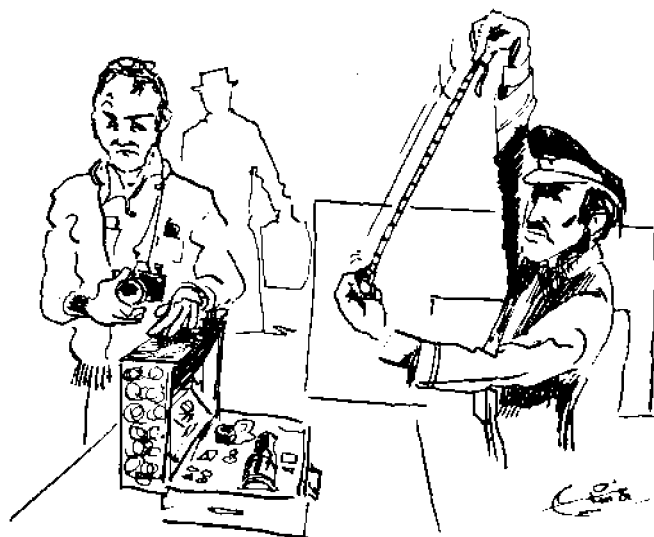
Please don't misunderstand me, I fully support any attempt to assure the safety of an airplane and its passengers, but what I do object to is the number of arrogant individuals who are charged with the task of conducting security checks and operating equipment with which they are not familiar.

Whatever these characters tell you X-rays can and will damage film or recording tape under certain conditions.

Basically there are two types of baggage screening device: those emitting a high dosage of X-rays and those emitting a low dose. First thing to remember is always carry unprocessed film as part of your hand baggage; if packed in your checked baggage you will not have the slightest chance of influencing the screening process. The high dosage systems are the ones to watch out for as they will not spare your films one iota of mercy.

One that instantly springs to mind is the Rapidex system employed at Heathrow, London. Fortunately the security staff are generally understanding and will not be upset by your request for a visual check of your baggage. In fact this is the only form of screening available at some of Heathrow's departure gates.

The low dosage systems are a little more lenient on films but should still be treated with caution despite the displayed sign declaring the system's innocence. It appears that the effect low dosage X-rays have on films, more especially exposed ones, is cumulative; that is one dose may have no noticeable detrimental effect on the film whereas several doses could well have. Security staff appear to be totally unaware of this fact and will do their utmost to convince the passenger of their machine's efficiency. They fail to comprehend



that a passenger may well have flown more than one sector in a day.

As numerous airport security organizations, Schiphol and Brussels being notorious examples, will now deny boarding to those who refuse to submit to electronic screening, it would seem a wise move to offer your films some degree of protection.

Readily available at photographic departments/stores is a lead laminated bag which will afford

your films protection against X-rays emitted by low dosage systems. The bag is called Film Shield and is produced by the American company Sima Products. The one I use will accommodate up to 22 films although a larger version is available should you so need.

But be warned! This product will not offer any resistance to high dosage systems.

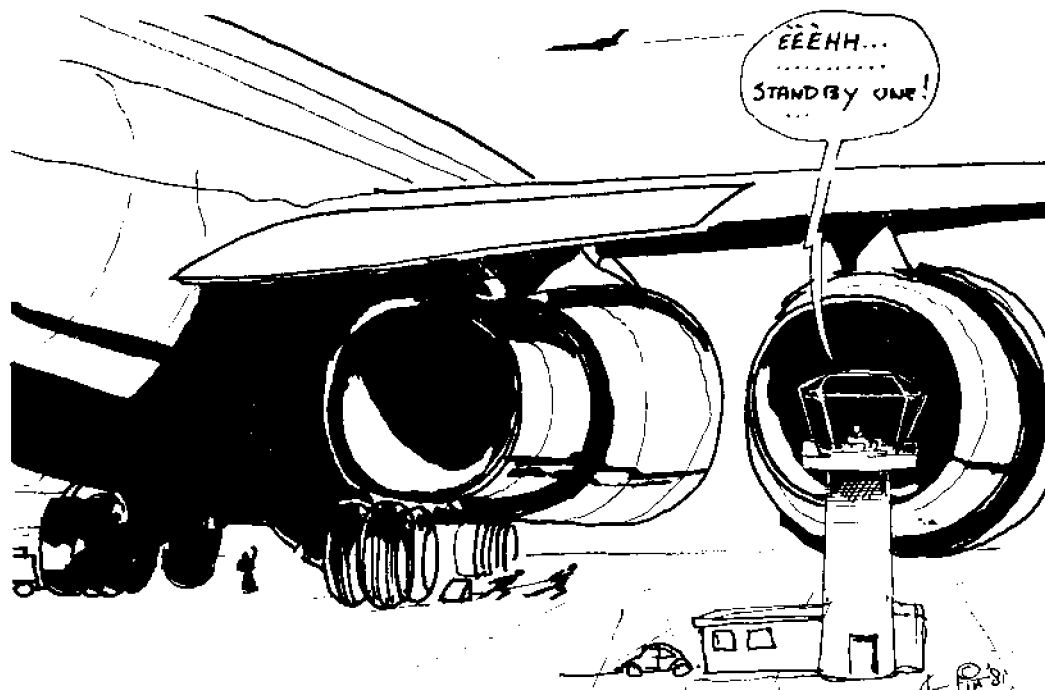
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Should you ever get the opportunity to ride jump seat into NY/JFK I would advise you take it. It really is an experience. The chance came my way recently on a Transamerica flight from Amsterdam to New York. Even as you enter the Boston area the sequencing begins and airplanes converge on you from all directions. Quite early on we were informed that we would be following the Tristar that we could see ahead into 31R at JFK. And follow we did, all the way to touchdown where I was convinced we were set for a go around as the Tristar was only just clearing

as we came over the lights. Things obviously have to get a lot tighter than that before you go around at JFK. R/T patter has to be heard to be believed. Forget about "say again". Just prior to being transferred to the Tower frequency we were given a heading to close with the localizer, descent clearance plus a speed to maintain to the outer marker - all in the same breath!

I wondered how crews, whose first language was not English, coped with this barrage of instruction. The TAP just behind us satisfied my curiosity by handling the situation without hesitation. Once on the deck and clear of the active it was a case of find your own way to the gate - no simple task in the dark! My thanks to Captain Jack Kennedy for his hospitality.

Finally, did you know that David Ben Gurion's real name was David Green? Although how a Pole came by the name Green I'll never know. Should Tel Aviv's location indicator therefore read LLDG?



SIMULATION STRIPLESS ENVIRONMENT

willem de boer

The future Phase II of MADAP envisages the use at both the Executive and Planning control positions of tabular flight data messages displayed on EDDs.

The objectives of the simulation were:

- a) To assess the minimum data required at the control positions in order to continue the control tasks during failure of the main system.
- b) To assess the time period during which operations can be safely conducted with the minimum data provided.

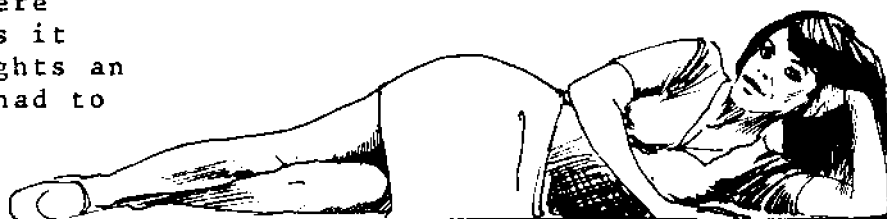
The simulation area was the Brussels UIR with medium to heavy traffic. We did one exercise in the morning and one in the afternoon, every exercise had a duration of about two hours. Somewhere during the exercise the EM (Emergency message) was introduced.

When the system went into emergency all EDDs and SDDs were frozen for two minutes. These two minutes we considered much too long for the executive controllers, imagine what will happen in Maastricht when you are two minutes without radar picture. After the frozen state the EM was introduced for both the executive controller and the planning controller. It is the same message for both

The first EM that was shown to us, the one that was originally foreseen for the simulation, was rejected within 20 seconds as it was impossible for us to work with this message. In this EM we could not see which flights were cleared by the planner (PFL entered), and which flights were awaiting a clearance; nor was it possible to see on which flights an estimate had been passed or had to be passed

Example of this EM:

R100	DC9	LSGG	EGCC	350	ROS	1000	SGA	1008	BCC	1026	310	280	0512	X	W
/S	type	ADEP	ADES	RFL	BPN	ETO	CTP	ETO	BPX	ETO	PFL	IFL	CODE	Present	Next
					BPN		CTP		BPX					Contr.	Contr.



A second EM was then presented to us, with which we started the measured exercises. This EM which was developed by Brétigny, and was quite useful for their simulation but missed some items we considered useful in Maastricht.

Example of the EM:

SR100	DC9	LSGG	EGCC	350	ROS	1000	260	SGA	1008	BCC	1026	310	<input type="checkbox"/>	280	0512	X	W	T
														Marker				
														PFL				
														entered			e pass	

As in the simulation all traffic is on the correct code, there was no need to indicate if a code change is needed. Because the EM is for both the Planner and the EC, we thought this item vital for Maastricht.

As it happens often in Maastricht that we separate traffic on TAS, we asked for this item to be introduced in the EM as well.

The Brétigny EM was sequenced in level order but, as we had to plan the traffic at the exit point, we asked if the EMs could be sorted by exit point when the Maastricht proposed EM would be simulated.



EM proposed by Maastricht Controllers:

SR100	+	0512	DC9	ROS	1000	260	310	<input type="checkbox"/>	SGA	1008	BCC	1026	LSGG	EGCC	460	280	T
S		code +	type	BPN	ETO	NFL	PFL		CTP	ETO	BPX	ETO	ADEP	ADES	TAS	RFL	Est
		change			BPN				CTP		BPX						passec

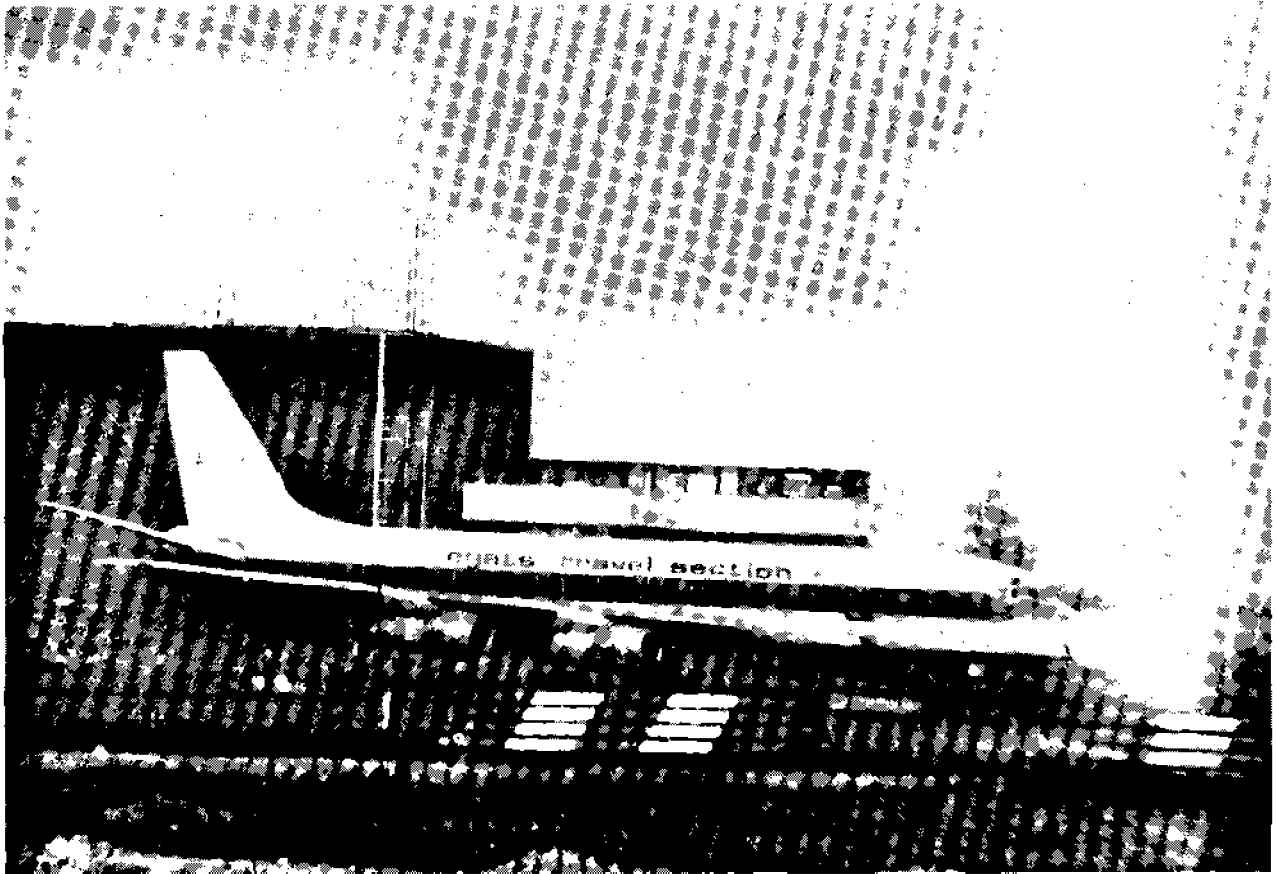
On both the Brétigny EM and the Maastricht proposed EM, we did eight measured exercises. Our opinion was that we worked best with the Maastricht EM, but the measurements will have to prove this.

What EM we will get in Maastricht is not yet known; it depends mainly on the capacity of the micro-processor that has to be bought for this purpose.

— 0 —

NEXT COPY DEADLINE

AUGUST 3rd.



----- SITUATION -----

EGATS TRAVEL SECTION is looking for someone,
preferably human

who can give 1 or 2 hours of his or her free
time per day and few days of his or her
annual leave, and who owns a typing machine.
Preference will be given to candidates who can:

- a. certify their sanity
- b. certify ownership of an airline

SALARY

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(yearly revisable)

PROSPECTS OF CAREER

This position, after a suitable probation period
will lead to full partnership in the TRAVEL SECTION,
and in future, to chairmanship of the Section.

For more details contact: Philippe Domogala
Chairman Travel Section
Locker Ops room 236
Lockerroom 34

SUPERSERVICE FROM SUPER CENTRES

clemens degenaar

Provision of a maximum of service in the execution of his profession is the manifest duty of every ATCO.

In the last decade the Eurocontrol Centre in Maastricht has, in this respect, enjoyed a good reputation with pilots and airline companies; it is a fact in which we can be justly proud. In provision of "super" service we prove our reputation and it is this which justifies the present and continued existence of Eurocontrol at Maastricht.

The Maastricht Centre remains perhaps the most modern in Europe, but its unique status no longer exists; with surrounding countries achieving technical comparability the possibilities are increasing as capacity is expanded.

"Super Service" from "Super Centres" could be the rule for the future. At first sight this would seem an admirable objective, from which all in aviation will derive profit.

It is my believe, however, that the increases in capacity and the possibilities, created by modern systems, are simultaneously restrictive.

An important part of job-satisfaction, i.e. improvisation or initiative, is decreasing with the advance of yet more superior equipment. The modern controller is no longer required to exercise his capabilities to the full; but on the other hand his job demands constant vigilance and attention to routine, which in a totally novel way increase his work-load. These circumstances create a vacuum in the controller's motivations. The routine reduces him to the level of a factory work-hand, not even requiring the basic sense of initiative.

In these circumstances, the controller creates a reasonable alternative in which his interests parallel the aims of management in a manner unique among ATC centres. This alternative is in providing a "Super" service, for this we have at Maastricht a (novel) reputation which is illustrated by the fact that pilots often immediately on contact request a direct routing, which will save them some minutes flying time, even before giving a position report.

It follows that for example ATCO "A" accepts an aircraft on a direct routing from the French/Belgian border to Alsie on the German/Danish border, and controller "B" knows all routings to the polar area by heart and thus can extend the direct flight by a thousand miles.

In this way direct routings from Copenhagen to Chièvres (with the co-operation of Amsterdam) and Warburg to Fornebu become the norm. Possibly the absolute record goes to the Brussels sector, where once an aircraft was no longer on airways at all ("Koksýde-Villach QDM 119 distance 562 NM").

It has become a point of honour for the controller to facilitate a requested flight level, late descents cost only a few phone calls and at most one orbit. Radar hand-offs are more the rule than the exception, and it is always interesting to ascertain what can be "sold" to adjacent centres.

All these dealings cause extra co-ordination and pressure for not only ourselves, but also for our colleagues in the adjacent centres.

For the controller initiating these actions the routine is

A EUROPEAN SKY... A DREAM!

...UNFORTUNATELY EUROCONTROL IS IN THE PROCESS OF BEING DISMEMBERED!

... RESULT -
AIR TRAFFIC CONT-
ROL IN EUROPE
WHAT A MUDDLE!

ROGER

AGAIN
ONE HOUR'S
DELAY

IF ONLY
THEY WOULD
AGREE WITH
EACH OTHER
WE'RE SAFE
BUT AT WHAT
PRICE

SN 123
SQUAWK
4567...

HOLD AT 500
EXPECT ONWARDS
CLEARANCE IN
10 MINUTES
REDUCE
SPEED TO
250...

CLEAR
TO CLIMB
TO 10000

CONTINUE
YOUR CLIMB
TO PASS
COSTA
AT 290

THEN
REPORT TO
MAASTRICHT
CONTROL...

broken, and his job satisfaction and personal commitment increase. But the colleague at the receiving end, who does not wish to appear amateurish and so plays along, can be subjected to increased pressure and this can create a potentially hazardous situation.

Even as the radar controller's job expands with all the technical advances, his capacity - whilst varying day to day - remains essentially constant.

It is in my view essential that provision of "Super Service" should become the exception rather than the rule. Should it become the rule then only a

small step remains to the anarchy of non-standard or abnormal procedures.

The real gain of a direct routing is often minimal, but it confronts a radar controller with a completely new traffic picture which can create new conflicts at points which are known to be safe in a normal traffic environment.

Thus in spite of the increased capacity for the radar controller resulting from modern equipment and, despite the high praise of the service by pilots and management, I believe that the limits on provision of "extra"

or "Super" service must be well-defined.

The contradiction in terms is something which all modern centres will, inevitably, face. One point becomes clear: the provision of super-service is not only desired by air crew, it also motivates the controller in the better performance of his duties.

Therefore, it is the responsibility of ATC management, to maintain a high level of motivation for the controller, in the day-to-day handling of sophisticated

equipment and routine. Whilst computers and new electronics mean a step forward in capacity, the corollary is a lack of job-satisfaction and the means for a controller to use his initiative, in short a dehumanisation of his task. These problems imply an increased risk which we may overlook in the communal praise for our "Super Centre".



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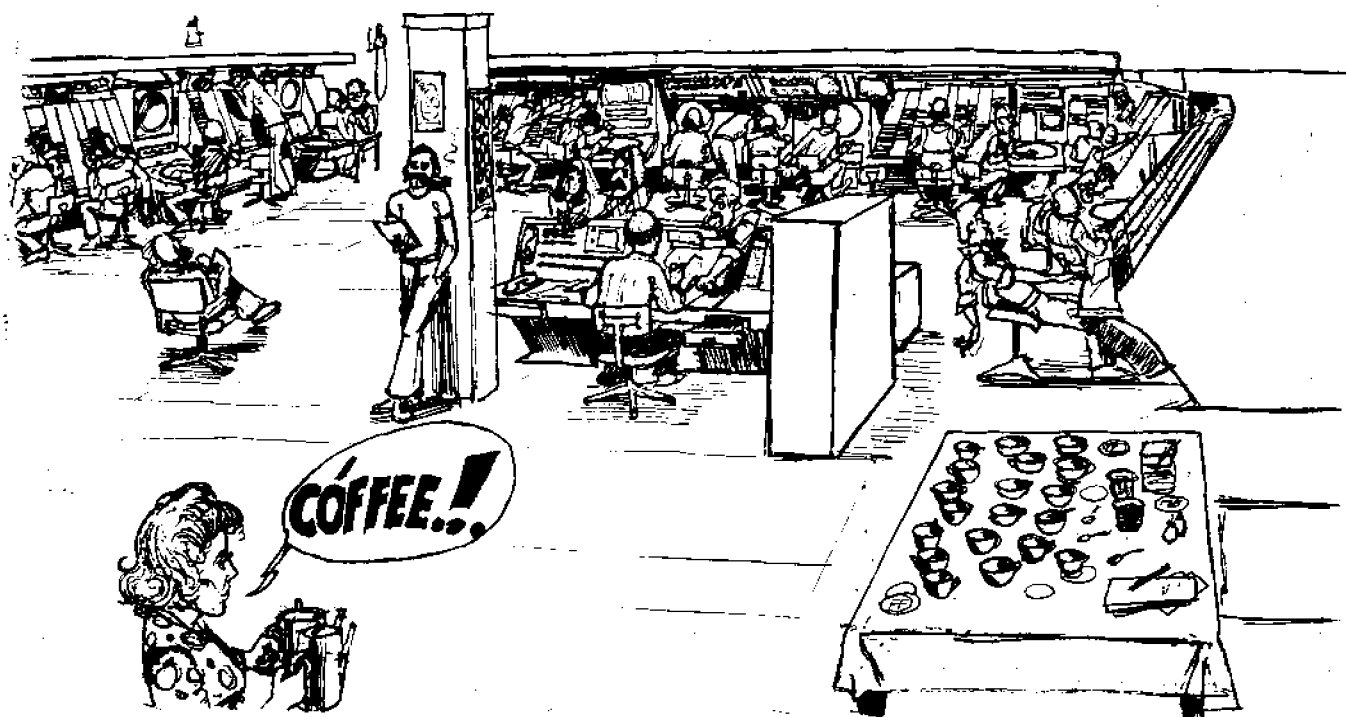
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THE NECKERMANN-SPECIALIST

**COLLECT THE HOLIDAY GUIDE OF YOUR CHOICE!
A SOLAIR AGENT IS CLOSER THAN YOU THINK!**

GOLDEN OLDIE

once upon a time during a coffee break
at the HANNOVER - ACC.



RE ACT

Write a few lines about the Activate Message they asked. Why? To fill otherwise empty space? To inform the uninformed? To indulge in a little Eurocontrol publicity or self congratulation? Why not? But how to present it? The screaming headline - "Eurocontrol On Line With London"! - followed by a dry-as-dust article, full of quickly forgotten bits and bauds and boring? Perhaps the human angle - "Further Step In Automation Threatens Future Employment."

No, none of these seems quite appropriate. Firstly, in reality the automatic exchange of data between computers and the triggering of interaction is not a particularly new or staggering phase of development. Secondly, I cannot offer more than a few personal opinions on this aspect, but would hope to draw attention to some wider issues, such as Controller participation in ATC development. Whether the reader (if any) be informed, bored, provoked, stimulated or entertained, will probably depend on his workload (if any) and his mood of the moment. So here goes.

The history of the Automatic Exchange of ATC data can be traced back..... but I'm boring you! Who cares anyway? The reality here and now is that the London ATC Centre at West Drayton and the Eurocontrol UAC Centre at Maastricht are exchanging Activation of Flight Plan Messages, containing aircraft call sign, SSR code, flight level and ETA by means of computers for all civil traffic transitting between these two Centres. This means a tremendous

reduction in person-to-person telephone calls and a reduction in the number of "fleshware failures", on both sides of The Channel, when estimates are forgotten or late. The objective of all this is to achieve an improvement in safety and efficiency.

Of course, there are problems. Rome was not built in a day but there will be solutions. Now wise men ask, "What happens if the system fails?" "All is foreseen" say the systems people.



"We show you an asterisk."(*). But will the Operational types react? Management has a good idea and its only April!

Let's pull out the plug and see what happens. The appropriate 'phone calls are made in hushed voices, the tension increases and the plugs are pulled, asterisks appear, Operational types react (some simulate reaction) in a variety of ways and the show goes on, all of us a little wiser for the experience.

A major question arises at the post-pulling-mortem- Should we flash their asterisks? Well speaking personally, I think I would tend to react faster and more often if my asterisks were flashing, though it may be related to age..... But nobody ever asks me and what is more important, the Joes whose job it is to juggle the jets are seldom asked either or at best, only after operational requirements are specified. But to whose is all this leading you may ask?

The point I would belatedly make is that Controller Power is an incredible force. It can close Heathrow, cause questions in the European Parliament, arrange international conferences annually in almost any part of the world, organise international football throughout Europe- all these things and many others in addition to providing a professional safety service to aviation.

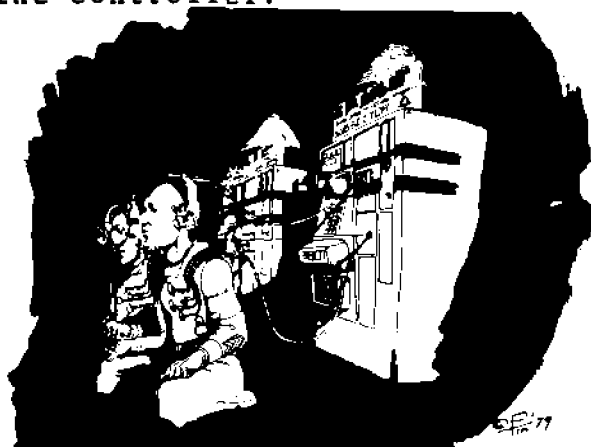
In spite of these wide ranging capabilities, controllers seem unable to exert enough influence on the ergonomics of their working environment or on technical development. They see themselves as victims of Administrators, Management, programmers and others and feel powerless to change the situation.

You may recall it was a personal viewpoint being offered and it seems to me that the real enemy is the apathy of the majority of the controllers themselves.

I would be the first to admit that it is easier to give up the struggle than to face the frustration of trying to achieve even a small degree of influence on what one sees as the desirable operational direction. But it depends on the kind of character you are. Surely controllers in addition to others in ATC have an obligation to themselves and the next generation to become involved more in development and to try to obtain a technical working environment which is operationally optimised, rather than a hunch from headquarters, a preference of programmer or an expedient of engineer?

The present trend of an ever increasing gap between planning and current operations must be reversed.

We must strive for simplification rather than complication or we shall end up with the Orwellian nightmare of a system controlling the controller.



Constructive proposals, soundly based, evaluated by informed, experienced and forward thinking operational people are required, to evolve in the right direction. We in the ATC profession share a variety of tasks which most of us are happy to have undertaken. If one is not content with the direction in which development is going, there is but one possibility - REACT.

"EUROSPERO"
May 1981

INPUTSPECIALINPUTSPECIALINPUTSPECIAL



IFATCA CAIRO '81

REPORT OF THE DIRECTOR OF DELEGATION AND OF COMM "A"(ADMIN)

Our delegation was this year led by Philippe Domogala with as deputies: Ted McCluskey for Admin Comm (A), Tom van Hal for Techn. Comm.(B) and Adrian Enright for the Proff. Comm.(C). As part of the official delegation was also Jan Gordts, who made a considerable contribution in solving our policy problems. Kees Scholts and Andries Bonne were also present, at their own expense, but helped considerably. Ted McCluskey also acted as secretary (taking the minutes) of Comm. A for 3 days. The delegation was very homogenous and worked, as usual, exceptionally hard.

This year IFATCA was at a turning point regarding its future. It appeared that a lot of Associations were not happy with the way the Federation was organized. Some Associations even criticized very strongly some IFATCA policies. For these reasons about 80% of the Comm.A time was held in closed session.



"SPHINX" DOMOGALA

COMMITTEE A AFFAIRS

New members: This year we accepted COLOMBIA, ZAMBIA and IVORY COAST. It was noted that AUSTRALIA is not seeking to re-join IFATCA.

Nobody was excluded this year, MAROCCO, SENEGAL and SURINAME were given until October 1981 to pay their dues. France and Switzerland paid the dues of GUYANA in order to keep this poor Ass. in. BRAZIL is now on a stand-by basis until situation clarifies. Previous debts have been waived.

SUBSCRIPTIONS FEES: Proposals, (among them ours, presented by Ted) to modify the calculation of IFATCA subscriptions were all rejected, being judged too complicated.

For 1982 the subscriptions will slightly increase as follows:

First 100 members: 19 SFR
(instead of 18 presently)
Next 200 members: 18 SFR

ELECTIONS: The new vice-President Technical of IFATCA, in replacement of Daniel Oudin (France) is LEX HENDRICKS of the Dutch Guild. We are pleased to see that the post remains within the region and that it goes to a neighbouring Guild.

The next conference will be: For 1982 - AMSTERDAM; for 1983 - YUGOSLAVIA (probably Dubrovnik); and for 1984 - PORTUGAL (to be confirmed next year).

REGIONAL NEWS: An informal regional meeting was held during the conference by Bjarne Nilsen, Reg. Vice-president. West Europe, and all explained their problems. The most drastic is the GREEK one. Strikes are pending and Government has stated that it will replace civil controllers by military.

A vast campaign organized by IFATCA Ex.Board is underway to dissuade the Greek Government from employing such methods. The next Western European Meeting will be held in ROME early November. The German Ass. (VDF) thanked all the Ass. who supported them financially: FRANCE, IRELAND, LUXEMBOURG, EUROCONTROL, NORWAY and ITALY.

SITUATION OF OTHER ASSOCIATIONS:

BRAZIL: deplorable (see special article page 7)

CANADA: due to the drastic shortage of controllers, overtime has become compulsory, and some controllers have refused to work this overtime. As a result a lot of controllers are faced with trials and charged with fines and imprisonment. At present at least 60 court cases are being instructed.

U.S.A.: Negotiations with employer (FAA) has been suspended and the PATCO will almost certainly pose an ultimatum during their next convention at the end of May in New Orleans. If negotiations are not re-opened by June-July a general strike will be called. Striking is illegal for Atco's in the US and each controller could be sued for 25.000 \$ per DAY plus imprisonment.

And now the main topic "MEMBERSHIP DIFFICULTIES IN RELATION TO FINANCES"

This item took 2 entire days to debate, from 07.30 in the morning until 17.30 not counting corridor work. The peak of these hard discussions was reached by a paper, presented by IFATCA Ex. Board, proposing the suspension of FRANCE and EGATS for not declaring a correct number of members.

Finally common sense prevailed, and the paper was withdrawn by

the Executive Board. Anyway the vast majority of the member Associations present were against, and as the Reg. vice-pres. West Europe, Bjarne Nilsen said, "The Western European region cannot tolerate that 2 of its most influential and hard working associations could be threatened in this way."

A proposition of Canada "That to be allowed in IFATCA an association must demonstrate that it actually represents the majority (50% + 1) of the civilian Air Traffic controllers within its area of representation. (in case of new member = 3 years delay)", was presented. This recommendation will be studied by IFATCA and the Regions for discussion at the next conference.

CONCLUSION:

Well, Gentlemen, we can all continue as we do, for to leave or to diminish the power of IFATCA will, in the long run, mean the end of it.

If IFATCA is the Federation of non-representative, small, or 3rd world country's associations, we can as well forget it.

But do not forget that our influence in IFATCA is strong, our ideas are passing, more and more associations are asking for our knowledge and are supporting the "Eurocontrol idea".

Further we all need professional recognition on the international scene. IFATCA is on the verge of being officially recognized by ICAO.

The working conditions, such as working hours, pension age and salaries of all controllers in the world could be changed.

But if we want this to continue we must play the game.

Every licenced civil controller must be a member of IFATCA, for this will mean a strong IFATCA.

If we fail to do so, we will remain small and isolated, where some people would like us to be.

Philippe Domogala

REPORT COMMITTEE "B", TECHNICAL MATTERS

Committee B, even more than last year, was a quiet Committee, with a lot of work done in a relatively short time, with no real controversial items.

Items of most interest for us were:

IFATCA report of the ICAO Elimination of Ambiguity in Radiotelephony Callsigns (EARC) Study Group

This study group had been established after an ICAO State Letter in May 1978, inviting selected states and international organizations to participate in the study of call sign confusion; the group consisted of the following members: France, Japan, Netherlands, USSR, UK, IATA, IFALPA, IFATCA.

On the agenda a.o. methods of conversion between flight numbers and alphanumerics, R/T discipline, language difficulties and possible improvements in current callsign forms.

Resulting from the meeting, the alpha numeric form by IFALPA, which would be a suitable callsign for Repetitive Flight Plans (RPL) in automated systems. R/T discipline and language difficulties were discussed, the deficiency of language was considered to be a problem in the whole field of voice communications, and reference was made to the work covered by the ICAO R/T Phraseology (RTF) Study Group and in particular to their recommendations:

1. That ICAO introduce, as a standard, a requirement that radiotelephony at designated regular and alternate aerodromes and on routes used by international air transport be conducted in the English language based on standard phraseology.
2. That ICAO introduce a recommended practice that, at airports

and routes other than those used by the international air traffic, when the English language is not used, air-ground communications should be conducted in the language normally used by the station on the ground and based on the standard phraseologies.

During the discussion of the RTF Study Group Report IFALPA and IATA gave some examples of the existing situation in the AFRI (Africa) Region, where more than 120 airmisses were reported in one year and often, in W. Africa, four languages are used simultaneously on the same frequency.

The RTF Study Group will produce new proposed R/T phraseology by November 1982.

Back to IFALPA's proposed alpha numeric callsign. In Canada a study has taken place called "Simulated Study of the Elimination of Ambiguity in Radio Telephony Callsigns", on January 28-29-1981. A follow up study will take place, since there still is no guarantee of total elimination of ambiguity, and the proposed system would be no substitute for controllers' vigilance and alertness, proper pilots attentiveness to R/T phraseology, and in Canada, USA and other countries with a large number of civil a/c using alphaidents, a new problem could be created with ambiguity with the civil registrations.

A few examples of the IFALPA proposals derived from the current callsigns:

Current c/s	Type	IFALPA proposed
CP 71	B727	CPA4DY
CP 76	B737	CPA4EE
CP 90	DC8	CPA4ET
LH048	DC10	LHA3BZ
LHO 58	DC10	LHA3CK

Another paper interesting for us was Brian Martin's paper from last year on Automated Conflict Alert, a paper which in its

present form is put off the 1981-1982 working programme, since at present only a few member associations are able to cope with the subject. It was agreed that IFATCA should continue to monitor developments in Conflict Detection and Resolution, both strategical and tactical and the proposed use of ADSEL/DABS should be included in the monitoring.

Now I have mentioned the words ADSEL/DABS I am coming to another interesting subject, namely the report of the IFATCA Liaison Officer at the ICAO COMS/DIV Meeting 30-31 March, 1981 concerned with a.o.:

DABS (Discrete Address Beacon System), ADSEL (Address Selective SSR System), DAS SSR (Discrete Address System of SSR) and SSR Mode S (Selective Mode of SSR), which are all synonymous terms which describe a single system. This system is an enhanced SSR concept employing a selective address capacity, monopulse techniques and a data link, which together provide improved performance and extended system capability.

The addition of the monopulse technique gives an improvement of azimuth accuracy and resolution to garbling reductions since there are no framing pulses anymore.

The addition of the selective address feature will provide garble free surveillance, unique a/c identity and data link capability.

Other systems still in the development stage are:

ATARS (Automated Traffic Advisory and Resolution Service).

A mixed ground and airborne system, the purpose of which is to improve safety and avoid collisions.

The necessary information is computed on the ground and sent to the a/c via SSR Mode S data link, to be displayed to the pilot; this info may contain advisories concerning collision



... 'difficult crossword, this one!'

avoidance and other safety related info.

In addition coordination with ATC will be provided when collision avoidance manoeuvres are involved.

BCAS (Beacon Collision Avoidance System)

An airborne collision avoidance system that makes use of current and improved SSR message formats and protocols for surveillance, air to air coordination of avoidance manoeuvres and air to ground coordination with ATC.

BCAS and ATARS can coordinate and are fully interoperable, all these systems are still in the development stage, but will be the future in aviation and ATC systems.

Earlier in the report I mentioned IATA's and IFALPA's examples of the unsafe situation in the AFRI Region, this situation brought IATA to declaring this airspace unsafe, but since it will not cease operations in this area

for economical reasons, introduced (on a temporary basis) TIBA (Traffic Information Broadcast by Aircraft).

The intention is to permit reports and relevant supplementary info of advisory nature to be transmitted by pilots on a designated VHF frequency for the info of the pilots of other a/c in the vicinity.

You would not believe that such situations exist, if you have not experienced it yourself

For example when flying from EBBR to HECA the first two way radio communication was established 10 NM off the Egyptian coast and after having established contact the pilot had to relay messages for four a/c including level changes.

On the way from HECA to LTBA the pilot chose to maintain FL 280 instead of the offered FL 350 in order to be climbed through other traffic, a level which he obtained by confirming with three different centres on three different frequencies in the same area around Cyprus.

The above mentioned examples show that throughout the developing countries, there is an enormous need for improvement of ATC equipment and that we can be very happy to work with a system like ours.

Tom van Hal

REPORT OF COMMITTEE "C"

This committee at the annual IFATCA conference concerns itself with the problems of the controller relating to (i) Human and Environmental Factor(ii), Recruitment and Training and (iii) Legal Matters. It is proposed to

review two items from the agenda which are considered to be special interest to us.

a. Proficiency Checking of Air Traffic Controllers

At the 1980 conference a paper on proficiency checking was presented outlining how such a checking system might be set up and implemented. No recommendations were made then and Standing Committee V (SC V) was asked to continue the study on this subject and to produce recommendations for the 1981 conference.



...C3... DESTROYER SUNK!

Although the principle of adopting a system of proficiency checks for air traffic controllers was accepted by almost all of the Member Associations (MAS) of IFATCA it was also felt that some assurances were needed with regard to job security and conditions of employment of controllers who failed to maintain the required standard. Considerable discussion took place on how IFATCA policy might be formulated so that controllers would be able to accept a proficiency

checking system without fearing any termination of career and subsequent loss of earnings. It was finally agreed (with one abstention and none against) that IFATCA policy would be: "IFATCA is in support of a Proficiency Checking system for all Air Traffic Controllers exercising the privileges of Air Traffic Control Licences or an equivalent Certificate of Competency or for all qualified persons engaged in the duties of Air Traffic Control. Before any proficiency checking system is implemented the respective MA and employer undergo extensive negotiations and agree to realize internal differences in respect of their own socio-economic situation (which includes re-training and job security)".

b. Future of Maastricht Centre

This paper (prepared by EGATS) was discussed in Committee C. The delegates were briefed on the current situation at Maastricht and of the study being undertaken by Eurocontrol.

All are aware of the uncertain future that faces everyone at Maastricht. No recommendations were attached to the working paper which was accepted as Information Material.

The delegation from EGATS made substantial contribution to this Committee and indeed to the whole conference. We held many constructive informal discussions with a great number of Associations. Although the value of such representation may not be readily appreciated by those members of EGATS who remain at home, the annual IFATCA Conference provides the best platform from which EGATS can impart a better understanding of the problems facing the controllers at Maastricht UAC. The attendance at these conferences is truly international with more than 38 MA's present and many observers from National Administrations and International Organizations.

Adrian Enright

IN CONCLUSION, A LITTLE CULTURE:

The typographic error
Is a slippery thing, and sly
You can hunt it till you're dizzy
But it somehow will get by
Till the forms are off the presses.
It is strange how still it keeps
It shrinks down in a corner
And it never stirs or peeps.
That mean, elusive error
Is too small for human eyes
Till the ink is on the paper
When it grows to mountain size.
The boss goes ape with horror
Then tears his hair and groans:
The copywriter shudders
And swears in undertones.
The remainder of the issue
May be as clean as clean can be
But the typographic error
Is the only thing you see.