



INPUT

the magazine of the
EUROCONTROL GUILD of AIR TRAFFIC SERVICES

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LETTERS to the EDITOR

Dorpveldweg 14
6336 TB Hulsberg-L

6-7-1981

Dear Sir,

I was most impressed by the last edition of INPUT - my congratulations to the production team. It is good to know that Ops. room graffitti can now reach a wider audience than the single-seater accommodation areas provide.

The article entitled "RE ACT" was interesting, but why does the contributor have to hide under a nom-de-plume? Does he not wish to appear responsible for his opinions or is there some other reason for his anonymity?

Yours faithfully,

"EXPATCO"

Many thanks for your grovelling comments, but we were going to publish your letter anyway. Keep it coming.....

EXAAARGH!

A recent advertisement in the British Daily Telegraph newspaper, in which the Australian Government invited applications from qualified controllers,

elicited twenty applications from EUROCONTROL controllers. There was, however, a problem, in that only British nationals were eligible.

At the moment five controllers are working on ways around the "British nationals only". The more enquiries that are received, the more chance there is of acceptance.

There are presently ten to fifteen controllers and assistants who are seeking alternative employment with different aviation organizations, Australia could be the answer. New Zealand recruits its own people due to the high unemployment there, so this country cannot be considered.

I wonder if this potential drain of staff from the Maastricht Ops. Room has been anticipated by management in their future planning. Perhaps when the people do actually leave, Maastricht Centre can join the ranks of most other centres in Europe in issuing flow control restrictions.

K. Scholts

"Bye Kees" - Ed.

Charity, it is said, begins at home.
In the endeavours of EGATS to

fulfill its obligations to the less fortunate Associations of IFATCA, it sometimes forgets that our position as controllers in EUROCONTROL is less than reasonable.

In comparison to some other European controllers, our status is far below that which our profession deserves. Notwithstanding that our remuneration is at present, what should be received by all controllers, this as we have seen over the past year is slowly being eroded. In some cases this has been as much as 20% of the total salary. If you take into account that we have little or no career development programme and structure, no retraining possibilities, suitable retirement age, then our situation is far from being correct. The grading structure within EUROCONTROL which limits the Air Traffic Controller to a 2nd class status in the "B" grade of the Organizations A, B, C grading structure, does not in itself recognize our professionally accepted level as in some European states.

If the present crisis situation passes and we are allowed to fulfill our original or even expanded aim, how can EUROCONTROL hope to attract suitably qualified controllers from National Administrations if they have nothing to gain. I would think most would resist such a transfer if it meant a lessening status and general lack of career prospects as compared to their own country.

It has also become increasingly obvious that EUROCONTROL controllers are being given little say in what is required. The engineers soon to be dictating the requirements. This will lead to the controller

having possibly to accept tools which are not totally satisfactory for the job in hand. The Air Traffic Controller knows his requirements. Even the initial abbreviation ODS* appeared to reflect a condescending opinion of Eurocontrol Controllers. We are not "operators" but Air Traffic Controllers with a professional and qualified interest in our equipment.

However, there is a precedent in Eurocontrol, when you consider the linguistic "LA" grading structure.

The U.K. for one has a complete career structure for controllers.

It is not impossible for an ab-initio controller to progress to Chief Controller level. However, within our Organization this is impossible and the most that could be hoped for is an Operations Officer or similar post.

In conclusion, if we do not endeavour to correct this injustice, we are contributing to the EUROCONTROL demise.

The requirement is both for ourselves and for the profession world wide, to press for a complete restructuring of the Air Traffic Control profession with EUROCONTROL, enabling us to govern our own destiny.

In this way our requirements, as regards equipment, career, remuneration and conditions can be achieved. We, the Controllers, should be spearhead of such an Air Traffic Control organization, not sitting in a backseat as we are at present.

Roger S Bartlett
AIR TRAFFIC CONTROLLER.

*ODS = Operator Display System

OUTPUTOUTPUTOUTPUTOUTPUTOUTPUT



editorial team

Well team, we survived our first issue. Most comments were positive except our own. We received a very kind letter from the Director of Maastricht UAC, who is most enthusiastic about our efforts; but he did not mention promotion.

One of the office "Girls" ("Girls" Ha!Ha!) noticed that the words "Caution overload" on the front cover were in fact reversed. Maybe we will start a competition to spot the deliberate mistake(s).

The editorial team held a shake-down session over our first attempt, and we hope you appreciate the subtle improvements. Anyway they seemed a good idea after a few beers.

Most of this issue was completed during our summer leave, which enabled us to concentrate our efforts more effectively without the distraction of work, complaints about air-conditioning, frequencies, shift changes etc.

The sports page in this issue reports on the Padua football tournament. Perhaps you noticed how quiet was the Operations room between 9-14th June 1981 when our footballers were away. It has been said that Rugby is a game for hooligans played by gentlemen, and that football is a game for gentlemen played by hooligans. I digress.

Danair are featured, albeit

rather some time after the visit by a group of us to their facilities at London's Gatwick airport.

This visit proved our unforgettable experience for all of us concerned.

Some of the photographs may be worth a considerable sum of money.. (telephone bids to the Editor on a plain telephone).

Don't forget our section for letters to the Editor. Even if we don't print them all, at least we can have a good laugh.

So on to Input no.3, our second attempt, any questions don't call us, we'll call you■

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STRIKE...I HOPE NOT

We are living in an ATC world, which is governed by strikes and other actions. I do not wish to comment on the cause or the correctness of these actions, or whether these actions have been ordered by control staff themselves, or by Trade Unions. Only some thoughts that passed my mind.

- What results do we expect? Higher salary, better working conditions, better status for controllers?
- What are the results of a strike? Success? Dismissal? followed by unacceptable replacement by unqualified personnel; training of new staff in much less than normal time; both resulting in a decrease of safety. Undoubtedly the airline companies will lose a lot of money, which might result in some bankruptcies for a few charter companies. National airlines will no doubt be able to recover their losses via the taxpayers.
- Who is paying the costs for ATC i.e. salaries, equipment? Whose voices are still largely ignored in the ATC world, such as International Flow Control meetings, where

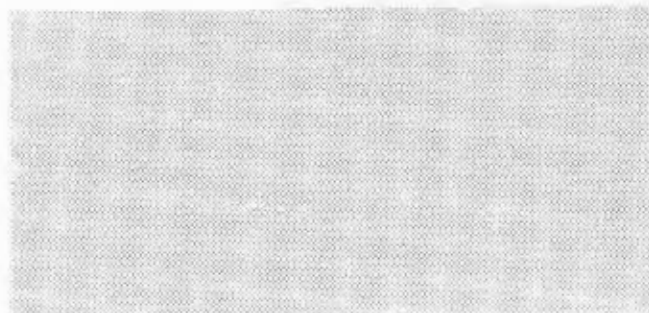
participation is merely accepted at observer level?

- What does Air Traffic Control mean?

Is it not a combination of safety and expedition? If we leave the latter part out, are we then still providing ATC and if not, should the "Route Charge" still be levied?

On the 20th of October, controllers all over the world will have a "Controllers Day". I hope it will be fitting to celebrate that day. Me and mine, we hope to serve the airline customers.

J.A. van Eck



JETS ARE FOR KIDS



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PRESS RELEASE PRESS RELEASE

Owing to the uncertainty of their future with Eurocontrol, present and former ATS Assistants of team "Echo" have pooled their vast knowledge and experience in commercial aviation, early go's, and coffee breaks, to form a new passenger/cargo airline to be based in Beek.

Echo Cargopax Airlines N.V., which will trade as EGO-AIR, was actually formed back in November 1980 with the intention of operating ad-hoc and scheduled passenger flights from Beek, Limburg's international airport.

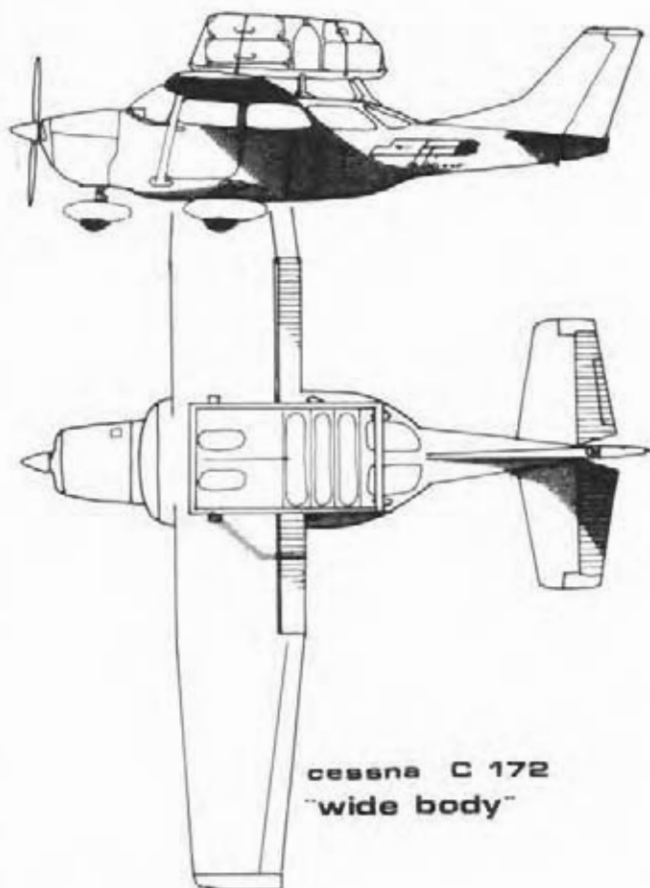
EGO-AIR, which boasts a capital of Hfl.99,99, initially negotiated the purchase of a Boeing B747F and an Airbus A310 - the B747 for delivery in the Spring of 1983. However, unable to assure the necessary funds from the Staff Association, EGATS Travel, and SCOPS, a contingency plan was brought into effect which will now result in the airline leasing a Cessna C172 and a Piper Cub (freighter).

The C-172 will in fact be leased direct from the manufacturer and amongst other things will feature Cessna's latest "wide body" interior decor. The cockpit layout will be of the "forward facing" concept and will be equipped with the very latest in avionics including an ONS (Oral Navigation System) which yells out, "You're lost you bloody incompetent fool" when the aircraft deviates more than 100 nm off track. A Michelin map of the Netherlands is also provided.

EGO-AIR's only route application to the RLD was heavily contested by KLM, Martinair, and Eurocontrol's Canteen Committee.

However, it was reported a short while ago that the airline will be granted scheduled traffic rights for Beek-Budel-Beek services. A spokesman for the airline said, "We always felt that this route held a vast untapped market which was recently confirmed in a market research conducted by Bassie and Adriaan. Some of the major attractions with this route are that we will avoid enroute charges, flow control restrictions, and most important, Maastricht Control."

In order to operate the C-172 to full airline standards, whilst ensuring an efficient and economic operation, an EGO-AIR management team visited several reputable and experienced national airlines in such countries as Chad, Botswana, Benin, and Lesotho. As a result of this enterprising initiative, EGO-AIR will operate their C-172 in a 4/crew + 2/passenger configuration.



In view of the limited cabin space the airline is adopting a policy of hiring exceptionally short pilots so that each can sit a stewardess on his lap. The passengers baggage will be transported on a luggage rack fitted on the cabin roof.

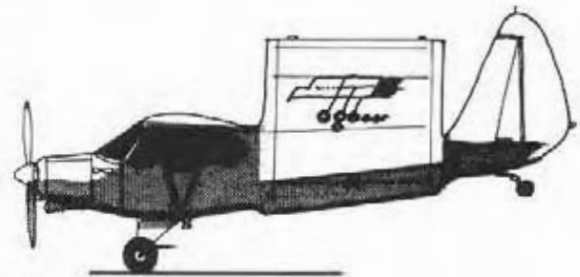
The air fare to Budel, based on typical European fare standards, will be fl. 699,99 one way. An attractive excursion return fare of fl. 966,66 (a saving of fl. 433,32) will also be available subject to the usual simple conditions - i.e. in this case, the ticket must be purchased between 1000 and 1030 local on the first Thursday of any month but at least two years prior to the intended date of departure from British Rail's ticket counter in Aberystwyth (Wales).

On the cargo side EGO-AIR intends to operate their Piper Cub Freighter on the new and lucrative route to Seoul (Korea).

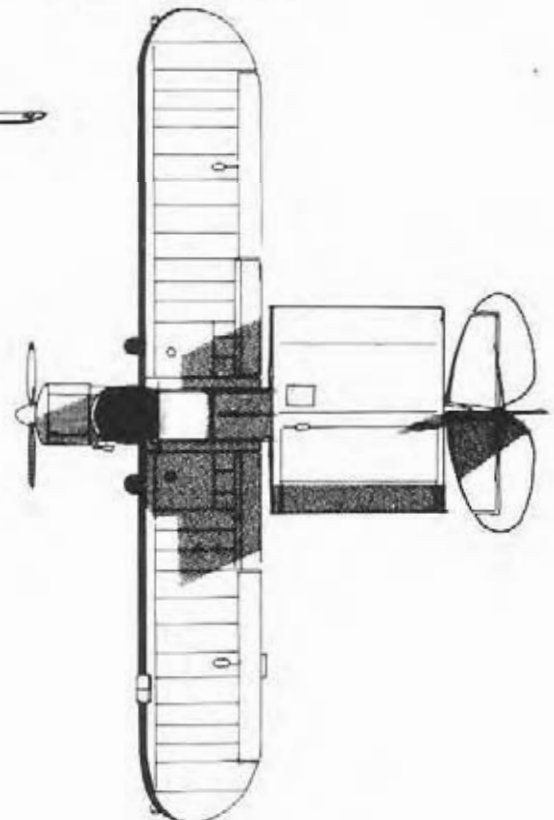
To avoid all the hassle with the 63 enroute fuel stops required, it is envisaged to load the cargo onto the Cub, and then load the Cub on one of the regular Korean Airlines Cargo B707 flights operating out of Beek to Seoul.

At a time of world-wide recession, the cause of many an airline's demise in the recent past, it seems that EGO-AIR can expect to face a long hard uphill slog. To this an airline spokesman retorted, "Listen mate, if you want to talk about long, hard slow uphill slogs, you should try working for..... (censored)"■

Hugo A. Round
INPUT AIR CORRESPONDENT.



piper cub L 21 Cargo



INTERNATIONAL LABOUR ORGANIZATION

meeting of experts on problems concerning air traffic controllers

In his message published in Input 2/1981, our president referred to the above meeting, and promised further information which may be of interest to our members.

In view of the length of this report on the meeting, and the quantity of discussion material, we have selected only what we considered to be the points most relevant to our situation in Eurocontrol.

It must be borne in mind that the meeting took place in May 1979.

Age of retirement and pensions

The principle of an early age of retirement should be recognized for ATCO's in view of the peculiarity of this profession and in the interest of air safety. This early age of retirement should be determined by negotiations at the national level between the employer and ATCO trade unions and/or such other representative organizations.

The requirement for retirement at an earlier age than that of other employees should enable ATCO's to receive pension benefits as if service had continued to normal retirement age, the method of assessment of such benefits to be the subject of negotiations between the employer and ATCO trade unions and/or other such representative organisations.

Manpower and career planning

Adequate manpower and career planning activities are vital to the efficiency and safety of air traffic control systems. These programmes should take into account all relevant factors such as seasonal fluctuations, air traffic forecasts in the short and medium term, the capacity of ATC systems, the ATCO's workload and capacity to

handle traffic, the number of control positions needed, the level of competence and qualifications of staff and staffing formulae. A closer co-operation between airlines and air traffic control services is desirable in this respect, in order to overcome some of the inherent instability and fluctuations of these factors.

The staffing formulas should take into account all the relevant factors such as operating hours of the different working positions; number and lengths of shifts; hours of work; holidays, annual leave, time off, maternity leave, trade union activity leave and other days off; number of days lost on sick leave; time needed for holding positions other than actual control; time needed for specialised and refresher training courses; ATCO attrition through retirements, medical incapacity and resignations.

Although these factors can be forecast with relatively greater accuracy than the ones outlined in the preceding paragraph, their values may change, sometimes abruptly, when new conditions of work are negotiated.

Employment security

Throughout his career the ATCO is exposed to the concrete and constant risk of losing his licence on ground of medical or technical incapacity, thereby ceasing to be able to exercise his profession and thus losing his livelihood. Since the number of suitable and meaningful posts for re-employing the ATCO within the civil service is rather limited in view of his specialised background, training and experience, employer-sponsored loss of licence insur-

ance schemes and employer-sponsored second career programmes should be encouraged for ATCO's in all countries, more particularly where ATC is run by a private company or Eurocontrol and where re-employment possibilities are thus even more difficult to obtain. If the ATCO is to be re-employed after he has lost his licence, he should be given thorough retraining for his new post.

Since ATCO's attain a high level of professional specialisation and remuneration at a relatively young age, the impact on their incomes following loss of licence is much more significant than other groups of workers.

Consequently the retraining requirements are greater and the difficulties more severe when ATCO's are reassigned to other positions to learn new responsibilities.

A Little Culture

Entering the area of Chicago Control
The pilot called, not nervous at all
Hello Chicago, this is TW 3458
The answer came, weak and afraid:
Hi, 34, this Chica go ahead
The pilot: Negative, that's not what I said
TW 3458, that's my name
and only 34 is not the same
I'm sorry sir, came the controller's reply,
I'm an "EX" with only one ear and one eye.

Ehh.

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Chug-a-Lug DANAIR

On the 15th May seven of us from the Guild met at the unearthly hour of six ack emma (a.m. to you), piled into two cars and sped off to England, to visit Danair at Gatwick.

We were the only survivors from a list of eighteen volunteers, and with Jan van Eck, Gerry Boel, Fred Lenoble, Harald Matthes, Jurgen Präder, Kees Scholts and of course yours truly Norman (Scoop) Brown, we made a fairly representative group.

The journey to Calais was accomplished in fine style in magnificent weather, with much humour and merriment. The ferry journey was quiet, the sea calm. The bar was open for breakfast and, with such a calm sea, there was little chance of spilling any.

On arrival somewhat to our surprise we were allowed into Britain. There was some doubt at Customs when Scholts cheerfully told them that he did have something to declare, and did so, but they saw the joke and passed before he could try another.

We decided to take the "pretty" (i.e. slower) way, after yours truly pointed out that they don't build pubs along the motorway, and that he was not travelling all that way just to look at bloody aeroplanes. The route is obvious on the map.

Ashford in the first inland town, an obvious place to stop for lunch. The majority ate a "Ploughman's Lunch" of bread cheese and pickles, yours truly an "Irishman's Lunch" of Guinness on account of my delicate stomach.

Brand



Brand
brouwt
het beste
bier

het bier waar Limburg trots op is!

Off we set to Gatwick. Via the Swan Inn, the Bull Inn, the Royal Standard, the Chequers Inn, the Man of Kent (nasty bend here), the Red Lion, The Chequers, the Three Chimneys The Bell, the Peacock Inn, The Chequers (highly recommended), the Star and Eagle, the Eight Bells, The Vine, the Blue Boys, the King William IV, the Camden Arms, the Black Horse, the Royal Oak, The Clarence, the Alpine Boy, The Grange, The Greyhound, the Bald Faced Stag, the Sussex Oak, the White horse, the White Lion, the Duke's Head, the Abergavenny Arms and at last, The Fox and we were near Gatwick.

On arrival it transpired that none of us knew where to find the hotel, which meant that we had to find Danair Ops. instead. We finally located them in Concorde House at the airport, and they showed us round before we set off.

The hotel was very good, but the reception staff seemed to possess only a basic command of the English language. The drinks dispenser, was, of course, out of order (they were obviously expecting us) and the bar staff appeared to work on West African Winter Daylight Reducing Time.

On the Friday evening Danair had organized a social and sports evening at a country club situated in the wilds of Surrey, which later proved to be about the safest place to hold such an event, with a coach to ferry us there and home to the hotel.

It was a very enjoyable evening, although the sports were somewhat strenuous. We held our own at the "Pool" table, but our true class showed in the beer event, with Brown scoring a magnificent fifteen pints for no spillage, with a first innings total of three pints per fifteen minutes before being caught by conversation.

Jan van Eck gave a rather emotional speech (he'd had a few by then) and presented an EGATS plaque, which was accepted on behalf of Danair by Bob Willis their Operations Manager, who replied with an equally emotional speech (he'd had more). All in all a good party and it was in a rather hazy early morning atmosphere that we planned fam. flights for the next day.

On the Saturday most of us

were despatched to various corners of Europe on Danair aircraft, which filled out the day. I went to Berne, and enjoyed an excellent flight.

In the evening we all met up again in our hotel, for discussion and emotional, though premature, farewells.

Sunday, our last day. Your intrepid Input reporter ("Scoop" Brown) set out in the early hours for the city of London, to see the Queen. She was out, so he went to market instead.

Back to the hotel in time to join the others and set off for our lunch, meeting Bob Willis at a pleasant country pub, famous for its good beer and food. The "Three Horseshoes" is much patronized by Danair people, mainly, it would seem, in the person of Bob Willis.

After a pleasant tour of Surrey, due entirely to "Scoop" Brown not remembering the name of the pub, a telephone call to Danair Ops. put us on the right road.

The beer and food proved excellent, there was some doubt about leaving at all in fact. But all good things must come to an end, so after more emotional farewells, off we set to Dover and the ferry. On the motorway this time, all the way, with only one p-itstop.

It was not noticed until mid-channel that "Scoop's" hat, affectionately named "Spud" owing to its Irish tweed origin, had absconded and remained at the pub. Last seen sitting atop the piano, next to a vase of flowers.



Scoop was mortified, and resolved to save the poor thing from abandonment in darkest Surrey. (See sequel).

Apart from this mishap, a fine time was had by all. Danair are to be thanked for their hospitality, and help, and Willis-what will you pay for the negatives?■

„Scoop" Brown



Sequel After an emergency call to Danair to rescue "Spud" they did so, and he returned safe and sound courtesy of NLM■

CANARSIE RENDEZ-VOUS, a case study

Type A/C: 747/707
 Date : Mar 15'80
 Where : JFK
 Damage : None
 Injury : None

A near miss occurred several miles south of Canarsie VOR when a foreign flag carrier 707 deviated from its SID toward a departing PAN AM 747, then flew evasive action vectors intended for the 747.

Conditions were night VMC. The 747 departed runway 31L on a Winnie Two SID followed by the 707 which departed on a Plume Three SID. Both SIDs specify the same routing until flights are established on the Canarsie VOR 176° radial.

While climbing through 3500 ft. on a southerly heading, the relief copilot in the observer's seat behind the captain, advised the crew of an aircraft climbing and closing fast from about the eight o'clock position. The captain called for takeoff thrust to increase the rate of climb. Shortly thereafter the 707 passed directly under the 747 from the eight o'clock position and emerged ahead at the two o'clock position. The captain estimated vertical separation at 400 to 500 feet. According to ATC, the 707's ground speed was about 290 knots while the 747's was about 190 knots.

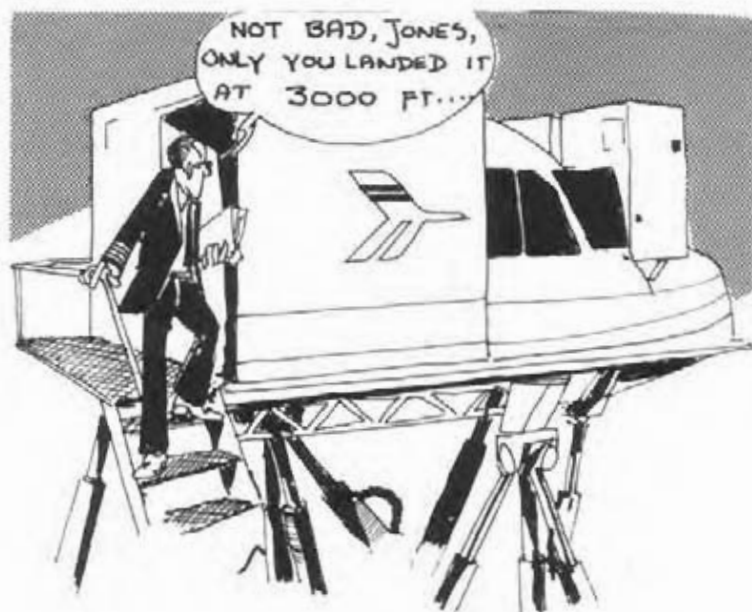
The New York Common IFR Room is not equipped with a Conflict Alert System. However, in this case such a system would not have prevented the incident since the controller was aware of the conflict and attempted to the best of his ability to resolve it.

Here is the ATC transcript. We hope you will never be caught out so:

| TIME GMT | SOURCE | AIR-GROUND COMMUNICATIONS |
|----------|--------------|---|
| 0302:35 | JFK TWR | Clipper two oh one heavy. |
| 0303:50 | JFK TWR | XXX four thirty one. |
| 0304:10 | PA 201 | Clipper two zero one we're out of eighteen hundred feet. |
| 0304:40 | PA 201 | Departure Clipper two zero one is with you out of two thousand three hundred. |
| 0304:45 | JFK DEP CONT | Clipper two zero one Kennedy Departure radar contact climb, maintain six thousand. |
| 0305:10 | XXX431 | Departure control XXX four three one. |
| 0305:20 | JFK DEP CONT | XXX four three one heavy Kennedy Departure radar contact climb and maintain uh five thousand for now. |
| 0305:25 | XXX431 | We maintain uh five thousand XXX four three one. |
| 0305:35 | JFK DEP CONT | Clipper two oh one heavy turn left. Zero nine zero. |
| 0305:40 | PA 201 | Left heading zero nine zero Clipper two oh one heavy. |
| 0305:45 | JFK DEP CONT | XXX four three one you missed the uh Canarsie VOR, I want you to maintain uh three thousand, three thousand now, say your altitude. |
| 0305:50 | XXX431 | Uh three thousand eh... eight hundred, XXX three forty one. |
| 0305:55 | JFK DEP CONT | What's your altitude say it quickly. |
| 0306:05 | XXX431 | Now uh XXX we are maintaining four thousand, XXX three uh four thirty one. |
| 0306:10 | JFK DEP CONT | OK uhh Clipper two zero one heavy you turn right heading one eight zero I had an aircraft turn inside of you he's at four thousand. You see him uh off your left side? |
| 0306:15 | XXX431 | Uh XXX will fly one eight zero, we'll maintain four thousand. |
| 0306:20 | JFK DEP CONT | Negative, negative, XXX uh four thirty one turn left heading zero nine zero, do you have traffic at one o'clock two miles, Clipper two zero one heavy climb to five thousand, Clipper two zero one heavy immediately. |
| 0306:30 | XXX431 | XXX eh four three one uh turning left eh zero nine zero and climb to five thousand. |
| 0306:40 | JFK DEP CONT | Negative Clipper two oh one heavy you have traffic off your left side at uh nine o'clock and less than a mile. |
| 0306:50 | JFK DEP CONT | Clipper two zero heavy, Clipper two zero one heavy ident. |
| 0307:00 | PA 201 | There's your ident Clipper two zero one. |
| 0307:02 | JFK DEP CONT | OK Roger. |
| 0307:05 | JFK DEP CONT | XXX four three one say your altitude now. |
| 0307:07 | XXX431 | Uh four thousand five hundred. |
| 0307:10 | JFK DEP CONT | OK Clipper two oh one heavy say your altitude now. |
| 0307:13 | PA 201 | Two zero one is level at five thousand feet. |
| 0307:15 | JFK DEP CONT | OK XXX four three one descend to four uh correction disregard that Clipper two zero one heavy climb maintain seven thousand now. |

| TIME GMT | SOURCE | AIR-GROUND COMMUNICATIONS | | | |
|----------|--------------|--|---------|--------------|---|
| 0307:18 | PA 201 | Unintelligible, two zero one maintain seven thousand. | 0308:40 | JFK DEP CONT | Clipper two zero, Clipper two oh one heavy turn left uh heading zero four zero. |
| 0307:18 | XXX431 | Unintelligible, one continue climbing now to seven thousand. | 0308:45 | PA 201 | Left to heading zero four zero for the Clipper two zero one. |
| 0307:20 | JFK DEP CONT | XXX four three one I want you to listen closely, I'm not talkin' to you sir you've taken every transmission you maintain five thousand only, five thousand. | 0308:55 | PA 201 | Confirm that was heading zero four zero for the Clipper two zero one. |
| 0307:35 | XXX431 | XXX four three one maintaining five thousand. | 0309:00 | JFK DEP CONT | Clipper two oh one heavy turn left heading zero four zero, that's correct. |
| 0307:45 | JFK DEP CONT | OK Clipper two oh one heavy say your altitude now. | 0309:05 | PA 201 | Two zero one Roger. |
| 0307:50 | PA 201 | Two zero one we're out of five thousand two hundred feet climbing, for, to seven thousand. | 0309:07 | JFK DEP CONT | Clipper two oh one disregard that uh heading sir, I'm sorry we'll try to expedite your flight a little bit here instead fly a heading of one five zero, one five zero a vector by the New York Center, one fifty heading climb to one seven thousand. |
| 0307:55 | JFK DEP CONT | OK Clipper two oh one heavy I'm bringing you south for just a few miles to get some divergence with that other aircraft there and uh maintain seven thousand only. | 0309:25 | PA 201 | Roger that's a heading of one five zero and climb to one seven thousand Clipper two zero one. |
| 0308:00 | PA 201 | Uh Roger we'll maintain seven thousand on reaching Clipper two zero one. | 0309:30 | JFK DEP CONT | Clipper two oh one we're gonna just get you on you're way a little, we'll straighten out XXX in a minute uh just like to let you know that um not really much we coulda done about that the XXX turned uh inside you on that. ■ |
| 0308:15 | JFK DEP CONT | XXX four three one, XXX four three one, maintain five thousand and uh standby one. | | | |
| 0308:25 | XXX431 | Roger XXX four three one am maintaining now five thousand. | | | |

one day in a flight- simulator



NORMS SPORTS PAGE

The European Controller's Cup football tournament this year was organized by Padua, and centred in the town of Abano Terme in Italy (near Padua, quite a long way from Solihull but not that far from Maastricht).

Tuesday 9th June

Our heroes departed by train from Maastricht at 1434, by 1450 they were in Belgium and still in Belgium at 1655. This part of the journey passes through the Ardennes, perhaps some of the most beautiful scenery in Europe. You don't see much of it of course, as the tunnel ratio is approximately ten per kilometer.

The booze and songs ensured a merry atmosphere.

illusions that she could ever master that language.

After settling into their hotel and resting after the rigours of the journey, there was held a welcoming party. After this most of the team repaired to a nearby hostelry for a beer.

Next day said hostelry had to close due to exhausted liquor stocks.

Thursday 11th June

In very hot weather, on a playing field reminiscent of the Gobi Desert, our heroes lost 5-0 to Frankfurt.

The afternoon was better, they only lost 3-0 to Brussels. After which it was back to the hotel pool for relaxation in



Wednesday 10th June

Our rather wilted heroes debouched onto Milan station, in a frantic search for coffee during the half hour wait for the Padua train.

At 0900 they arrived at last in Padua, to be met by the team's hostess, who cheerfully assured them that she was studying "Germano", and promptly proceeded to destroy any

readiness for the evening party.

The party went very well, with excellent food and a lively enthusiastic show. Then back to the hotel pool for a boozy party with other teams, which was broken up by the hotel manager, who decided that little boys need their beauty (beauty - ha!) sleep and threw them out.

Curiously enough after this

incident the pool was closed every night.

Friday 12th June

Another very hot day, but this time on a much better field our team excelled and only lost 2-0 to Prague, and 3-1 against Milan.

In the evening, no doubt because the pool was closed, they enjoyed a bus tour of Venice, and a gondola ride. Contrary to tradition the gondolier did not sing; he probably realized that there would be few tips from that lot.

Saturday 13th June

Once more on a poor playing field but our heroes played a magnificent game, showing all their skill and class and only losing 1-0 to Stuttgart. Their true class showed in the afternoon when they lost 4-0 to Malmö.

In the evening they enjoyed a dinner at the Gaston Grill (chiuso il lunedì), with the landlady providing the cabaret, playing a harmonica and singing German songs with suspicious gusto.



A very good evening was enjoyed by all except Jan + Fred, who were obliged to attend a meeting for the upper classes at an old castellano nearby (come after dark, dress optional, bring own teeth and bats).

Sunday 14th June

The last game of the tournament for our heroes - the loser's prize against Rovaniemi, the flying Finns.

Imagine if you can twenty-two (sometimes more) players using all their skill and imagination not to score a goal, or even to touch the ball for that matter. Each goal was toasted in beer and vodka, with the referee joining in. Alas the Rovaniemi defence proved too incompetent for our team, causing their first win of the tournament (4-1).



The final was played between Rome and Padua, which Rome won.

At 1600 it was fond farewells and the bus to Padua station. The train journey to Milan was enlivened by the "Yodelling Train Conductor", who gave a display of "funny" faces and "yodelling". A sing-song ensued, which seemed to infect the entire train.

A 0100 departure from Milan saw them all home safe and reasonably sound in Maastricht, exhausted.

This particular piece of nausea appeared in the "GILDEBRIEF", which is published by the Dutch Guild of ATC:

"Horizontal split or Banana split

19th March 1981

AFTN from Eurocontrol:

"Subject : use of second VHF frequency in the west sector of Maastricht.

1. The trials conducted at Maastricht UAC with a second vhf frequency (132.75) to be used by the MAS West sector proved to be unsuccessful and are therefore discontinued w.e.f. 20th March 1981.
2. All traffic entering the Brussels UIR via UG1, UA5, and UA6 shall be transferred again to frequency 132.2 mhz.

Thks for coop

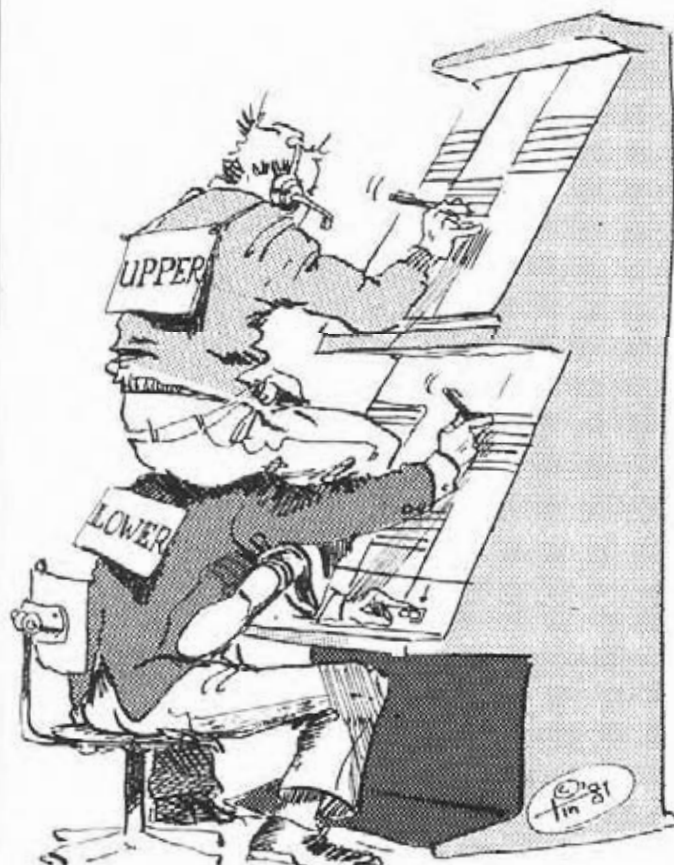
C.Dieben "

Yet another try to introduce a horizontal sectorization in an area not suitable for it. To ease the pain, they talked about "a second vhf frequency" in stead of "a separate upper-upper sector" (above FL 300)

We wonder why the trials were unsuccessful. Could it be they ran into the same problems we were expecting to emerge, had a horizontal sectorization ever be introduced here??"

We do not indulge in criticism of our colleagues in "INPUT"; but we must reply to such uninformed comments as these. As the man says, "Could it be they ran into the same problems we were expecting to emerge, had a horizontal sectorization

ever be (sic) introduced here ??" From this statement one could deduce that they ain't ever actually tried it, which of course makes him an expert on the subject. Rather like a Roman-Catholic priest explaining the "Kama Sutra". The trials were stopped on the initiative of the controllers themselves for various reasons, and he only has to ask to be given a full explanation. We wonder how many other systems in Europe are flexible enough, not only to carry out such a trial, but also to enable controllers to stop it on their own initiative. Really we expect a little more common sense from someone entrusted with the editorship of such as the "GILDEBRIEF".



ABOUT PEOPLE AND THINGS THAT PASS BY.

Clemens Degenaar

During my work in the Ops. room I find it fascinating to note the wandering new faces around our positions; the "Passers by". The urge to know the name and function of all the people wandering about the building passed long ago, due mainly to the irregular hours of shift-work.

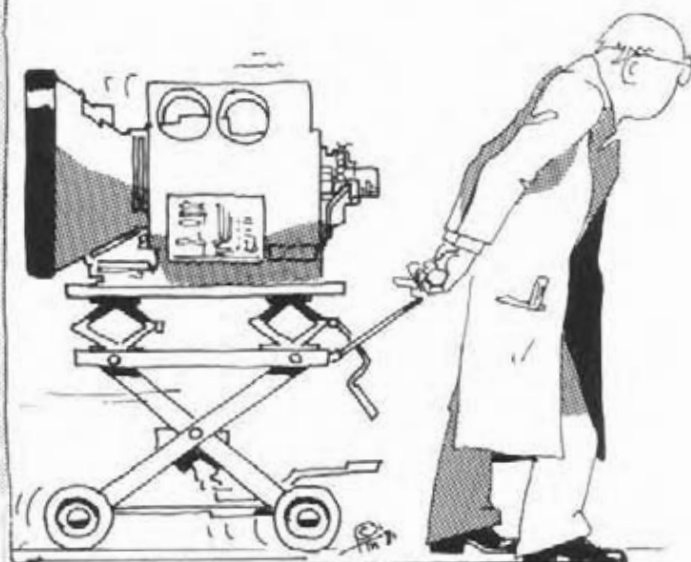
Even now as a radar controller and after nine years working in the centre, I still notice absolutely strange faces passing by our sector, creating problems of identification and generating discussion material of a high standard.

Generally speaking, as an aid to identification the passers-by can be categorized by behaviour and appearance. There is the type who, armed with spanner and screwdriver, has no qualms about depriving a radar controller of his screen without explanation, but luckily these are rare;

insiders whisper that this type of professional idiot is necessary and from the industrial psychology point of view must be allowed to function.

The famous German psychologist, Dr. von Schreut, asserted in 1924 that every well functioning group must contain one intellectual idiot. Himself such an idiot, Von Schreut was well able to formulate his splendid thesis "Gefahr erkannt, Gefahr gebannt", based on his own limitations. This thesis formed the basis of modern industrial psychology.

Much more dangerous are those passers-by who are almost unnoticeable apart from their whistling and their general attitude of feigned disinterest, creeping about. These persons cannot in either clothing or appearance be differentiated from the real connoisseur. They can suddenly produce from



the pocket a tiny screwdriver and on their own initiative make adjustments to working equipment; to focus or improve, which often results in breakdown of the whole or parts of the system. The urge, to correct even that which functions perfectly seems to be typical of our present society, reaching its climax especially in Spring and Autumn.

Really interesting are those passers-by who, dressed in mode to measure suits and carrying matching executive brief-cases, with confident step at cruise pace in single fingle march through our sectors, to disappear behind the partition of the Test and Training sector. Quite often four or five of these gentlemen, carrying their executive suitcases, will run through our positions giving an impression of playing "tap". How involved they are in their games was demonstrated by one of our own controllers who, annoyed by their constant pacing to and fro, placed his own case in the passage through the working positions, over which one of these salesman types went head over heels. This manoeuvre- with which the passer-by was obviously unfamiliar - cost him a tooth and caused him to introduce himself. "I am hurt," said he, holding his mouth. "Degenaar, how do you do?", I replied, taking a quick look in his executive case, which contained a Playboy magazine and a pack of "Volkorenbrood". (1)

One of the most feared transients at our sector is really the "Kumpel", the underground passer-by. These people prefer to move around underneath the floor-tiles within the

(1) Volkorenbrood - whole wheat bread

cable space. This type of passer-by is only noticed with the sudden movement of a floor tile, or the appearance of a hole in the floor, through which hopefully the other passers-by carrying executive briefcases will fall, usually to climb out some minutes later busily taking notes and pretending the whole incident was pre-planned. The story goes that once the two types of passers-by resorted to fisticuffs when one was already underneath and number two dropped uninvited to his side. It seems that sometimes even in the Lippe sectors, floor tiles start moving and holes appear.

Most intriguing will always be the story of the very well-dressed passer-by, who would at regular intervals suddenly appear behind us, jerk a loose metal plate off a console, make a note and peer at our strips. He would then, with a furious expression on his face mumble something and disappear, before we could say a word. We have not seen him for some time. The rumour is that he was a pensioner who was bored with all his free time, and desperate for something to do. He had never worked for our Organization, but had sneaked into our building to honour us with a visit; however, with all the different passers-by on our sector at the time no one noticed anything strange. One even heard whispers that, when he found his name on the provisional promotion list, things were getting rather hot for him and, if I recall correctly, he has not been seen since.

But yes - we still have sufficient passers-by at our sector to entertain us, luckily.

The 1981 „SALON DU BOURGET“

Ph. Domogala

1. The Airbus Story

More than half of this year's Paris Air Show, the 34th was devoted to military equipment such as rockets, jet fighters, helicopters, radars, lasers, doppler missiles and other lethal weapons.

Another large part of the show was taken up by general aviation (small singles and twins), with a small part remaining for civil commercial aircraft.

Strangely enough, all the newly developed types resembled the Airbus.

Everyone is aware that Airbus Industrie is THE European aircraft manufacturer. A kind of Eurocontrol for building aircraft. For more details on how Airbus Industrie works, see your local press, they know all about it. Fortunately it works better than Eurocontrol.

Two new types will be added to the Airbus "Family":

- A. The A310 - a smaller A300 carrying 200 to 300 pax, already ordered by AF, BR, KR, LH, MP, OS, SN and SR, to name only the European airlines. First flight due in 1982, for airline service in 1983.

The A310 has a new wing, and a new cockpit which caused uproar among the world's air-crews because of its new technology and instruments, and determination of crew-tasks; all this was decided by the manufacturer together with airline managements. The pilots of course were not consulted, and they disagree. Unfortunately we seem to know the tune in ATC as well.

- B. The A320 - during the show Airbus Industrie announced the development of the A320, the "New Caravelle" (or the anti-B727).



photo: Airbus Ind.



photo: Airbus Ind.

The aircraft will be a short to medium range type, carrying 150 to 170 pax. It will use 40% less fuel than a Boeing 727-200 and the operating costs will be 25% lower.

Due in airline service in 1985/86, it will then compete with the MD100 from Douglas/Fokker, and the Boeing 757. During the show Air France ordered 50 of the A320.

2. The Boeing 767

This aircraft is the principal competitor of the Airbus, and really looks like a copy of the A310. A comparison of their characteristics shows the similarities.

| | A 310 | B 767 |
|--------------------|-------------------------------------|-------------------------------------|
| Engines | 2X General Electric CF6-80 | 2X General Electric CF6-80 |
| Wingspan | 44 m | 47m |
| Length | 47 m | 48m |
| Max.weight | 132 T | 136 T |
| pax | 195 282 | 195 255 |
| Cruise Alt | FL 290 | FL 290 |
| Cruise Sp | 895 kmh | 937 kmh |
| Range | 4577 km | 4114 km |
| in Airline service | 1983 | 1983 |



photo: Boeing

Already sixteen airlines have ordered a total of 170 B767's, only two of them European (Britannia and Braathens) for delivery in 1984, so it will be some time before we see one in our airspace.

3. The Douglas/Fokker MDF100

To be developed in Europe by Fokker in co-operation with Douglas (50/50 deal). A new generation aircraft, with new wing and engines, designed for

greater economy. It will carry 150 pax. Deliveries to airlines in 1986.



photo: Fokker

4. The IL86 (Airbuski?)

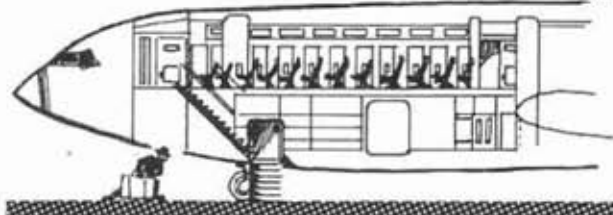
An airbus copy maybe, but it has some interesting features. The first difference is that it has four "normal" low by-pass ratio engines, instead of two of the more economic high by-pass turbofans common to its Western competitors.

Until recently the Soviets were unable to produce large turbofans but it seems that they suddenly discovered the means. Perhaps the Ariana DC10 which was grounded in Kabul for over a year, equipped as it was with these engines, helped the Russian engineers somewhat.



photo: Aviaexport

The other difference is quite ingenious; the passengers board the aircraft without need of external stairs or equipment, carrying their luggage, which they deposit on the lower deck before climbing the stairs to the 350 seat passenger deck. »



This concludes the civil aircraft news. In the next issue of INPUT we shall look at new develop-

ments in radar, electronics, instruments and engines, which will soon revolutionize aviation.

Decline & Vogel

As I lay in bed thinking about inflation, the price of fuel and that blonde who lives across the street, the beginning of the dawn chorus could be heard and I wondered if, in this changing world the morning bird songs had also been affected by evolution.

Of course, the experts say that the beautiful sounds emitted by the feathered form of flyers are nothing but a declaration of territorial rights - a kind of audible warning to other birds to steer clear of their particular sector.

But the reliability of experts is another story..... A less cynical view is to consider the birds to be joyful at the prospect of a new day and to be thankful for having survived the night. The birds are not alone in the latter, as any shift worker can tell you.

Though the songs of the dawn chorus may not have changed significantly, in our area of aviation 'tis not the same. Consider the controllers and their assistants - yes yes sings the ego chorus - the changes observable in these creatures, in the mere forty years or so of their existence as a profession, are almost as amazing as the rate of change in aviation itself. But there is nothing wrong with change if it is for the better.

In addition to thinking about that blonde, I feel concern about the downgrading of the status of the controller, in part at least, self instigated. The rash of strikes, go-slows, works-to-rule etc., which have broken out during the last few years, used not to happen. Not that we were better paid before - ask the "old-timers" how much they earned on joining ATC.

Nothing does more to debase a profession than a dispute over pay by the relatively well paid.

Then there is the change in dress. Did you ever see any of those old FAA films in your training days? Remember that all the controllers wore white shirts with ties? A kind of unofficial but voluntary uniform and suits at supervisors' suits. They had less money but more style and some concern for personal appearance. The degeneration into jeans and tee-shirts had not yet begun.

Then a change of designator. We are now to be known as Operators as in ODS (Operator Display System). This title of Operator conjures up a picture of a Chaplinesque character from "Modern Times", sitting at a factory production line, pulling levers mindlessly for the duration of the shift. Whilst welcoming contemporary affluence, there are those who regret the degradation of professional status. The ignominy of the time clock at the time of writing not yet affecting ops. room staff, does little to enhance the image - I find the

sight of chiefs and indians queuing for their turn to clock in or out rather degrading and again more in keeping with a factory environment than that of a progressive European Organisation, staffed by highly qualified international public servants.

Finally, to the operational environment, the place where we spend on average nearly one third of our working days. There was a time when Operations Rooms were a kind of inner sanctum - a holy-of-holies place labelled "NO ENTRY", where only the chosen few were permitted access and to dwell in the Stygian gloom, to interpret the mystical signs of the secret screens - for your eyes only.

For a non-member of the Ops.club to gain entry, was a privilege, accorded to few and always requiring the blessing of the Supervisor. And now? A steady flow of plumbers, carpenters, clerks, programmers, women's

institute members and under-employed experts, find their way and proceed unchallenged to mole their maintenance ways under the floor or saw in the ceiling, leaving a miscellany of equipment, from sky-high scaffolding to non-rolling balls, to accompany the dirty coffee cups left always (of course) by the previous team.

This was but a cri du coeur for our profession's sake. Standards and status have been eroded. The once proud controller is now seen in the public eye as a disrupter of business and pleasure and in the airline view as the source of costly delays. To restore the previous good image of ATC will take much time and effort. Can we meet the challenge or does it not matter?■

"EUROSPERO"
July 1981



EGATS TECHNICAL COMMITTEE COLUMN

What's our neighbour DOING?

Henk van Hoogdalem, Willem Pieneman

SARP II

During mid-July a delegation of the EGATS Technical Committee visited Amsterdam ACC. After an introduction by the President of the Netherlands Guild, Sip Koopmans, the T/C had the opportunity to exchange views on technical and operational matters with a representative of the Dutch T/C, Andries Verburgt, especially with regard to the exchange of information, experience, the build-up of an atmosphere of understanding and cooperation between our two Committees.

HISTORY

The Netherlands has been a pioneer in the development of ATC automation. As far back as 1956 work was started on an automatic stripprinting system. The first operational system (SATCO I) was delivered to ACC in 1960 and accepted operationally in early 1961. It was a rather basic system (no automatic stripprinting) that provided the processing of revisions and calculations for boundary estimates.

Thereafter followed development of the second operational system (SATCO II) which was mainly concerned with Flight Plan Processing and resulted, amongst other things, in a computerised flightprogress board.

SATCO II was developed mainly as a procedural concept, but during the period of its development (1961-1965) the whole philosophy of ATC changed from the use of mainly procedural control, to that of a

more advanced system which would exploit radar-separation standards using sophisticated equipment. That was why SATCO II was virtually out-dated even before it became operational!

Further developments led to a completely revised system which necessitated the abandonment of SATCO I Features but which incorporated some of those of SATCO II, namely the 5 sector system using automatic flightprogress boards for the PLC and the linkage between EHAM TWR/APP, EHRD TWR/APP and the Military ATC system PHAROS.

A next phase was the implementation of SARP I (radar-data processing for Approach) and finally the most recent phase: radar-data processing for ACC, and the substitution for SATCO.

SARP II

This new system came into operation in February 1981. It is a combined flightplan- and radar data processing system, serving EHAM ACC and Schiphol TWR/APP with links to Military ATC system and with terminals at EHRD TWR, airlines etc.

The system uses 2 main computers (working independently) 2 radar-computers and 8 display computers, each of which serves 2 planview-displays. Although the main computers work independently, the fall-back system depends on so called "cross-connection;" as long as one of the duplicated elements is operative,

then the whole computer complex will function.

In case of a double radar- or main computer failure, radar data is available via a direct videolink, providing a 170NM coverage around Leerdam.

The Plan View Displays are designed for the controllers to work in subdued daylight conditions with which the EGATS T/C delegation was very much impressed, especially by the very good definition of the screens and also by the influence daylight has on the working-atmosphere in the Ops. Room.

The radar controller uses a lightpen to select aircraft on his screen for which he wishes to effect dialogue with the computer. For example, the striking difference between EHAM and Maastricht SDD is the absence of permanent mode "C" indications of aircraft not under control of a particular sector. If the controller wishes to know the level of an unknown aircraft he puts the lightpen over the aircraft-symbol and immediately the mode-code and altitude is displayed for about 2 seconds. Via a software change a permanent code+altitude display is possible for A/C selected by the controller.

Also using the lightpen one can display a QDM and distance from any point to another on the screen.

No velocity-leader is available but the Groundspeed is presented in the third line of the label. At present the radar separation is:

6nm. at NIK/ANI and RKN/ARK,
8 nm at EEL/BDM.

There is a presentation of thunderstorms by means of parallel lines which indicate their position. In addition

ion DF data is received from 4 DF stations of which 2 are displayed on the screen when an aircraft transmits.

On top of the working positions is a raw-radar display, using the Schiphol TAR.

Additional Wx display is provided on these screens facilitating navigational assistance to A/C.

The same radar picture is also displayed on the CCTV (small size, white on black, 10 channels) and flightdata assistant (who uses a really low-noise teleprinter).

During periods of low traffic the VHF and UHF frequencies are collapsed on any position. Changes in the videomap such as DR's, TRA's etc. can be made at the supervisor's position without the necessity of a static databank level change.

Apart from the sectors there is a SPY controller who handles only the SPY/PAM crossings, using the automatic conflict alert (only in the horizontal plane) and then indicates conflicts on the labels or tries to resolve them.

Parameters for an additional conflict alert system are now being studied.

Aircraft in conflict are manually forced upon the screen. As the radar and planning-controllers are working in line, coordinations from our side are to be made with the planner so as not to involve the radar-controller too much with telephone calls, except in cases of strictly radar problems.

Amsterdam uses principally the Leerdam radar which provides adequate coverage, aircraft are displayed correlated when

entering the area: 1) CIV-LNO, 2) 10nm east of DOM/HAM, 3) 60nm N.E. EEL. This facilitates early hand-overs but keep in mind that only the aircraft correlated are showing their altitude permanently to the EHAM-controller. The radar back-up system for the Leerdam radar provides the Schiphol TAR with a preset range of 60nm which can be extended to 120nm coverage. A7500, A7600 and A7700 are presented by flashing of the whole alpha-numeric datablock.

The telephone-system is computer assisted but has no fall-back or reserve-system as yet.

As far as the possibilities for computer-links are concerned, the Dutch Aviation

Authorities foresee the automatic passing of estimate-messages in their long-term-planning for the years 1986/87. Some pressure from adjacent authorities to have automatic data exchange at an earlier date exists but first certain social- and staffing problems in EHAM remain to be solved.

In general we may conclude that after this visit there is a willingness from the Netherlands Guild T/C and ours to exchange information of mutual benefit.

We formed the impression that contrary to our own experience, the T/C in Amsterdam is held in high esteem by their management.



The EGATS Technical Committee has produced a file for the Ops. room containing all the proposals and working-papers resulting from the activities of the Committee.

In the folder you will also find articles gathered by the Technical Committee of general interest.

If you have any ideas or suggestions to improve the contents of the file please inform one of the T/C members.

Also available to all the control-staff is a book on micro-processors, bought by the Technical-Committee, dealing with their history, different types, how to make and to use them and an explanation on their practical application.

This book, worthwhile reading to all, can be obtained via the T/C members.

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STRIKE REPORT

By means of an executive order issued in 1962 the Kennedy administration gave federal public employees the right to organize and bargain collectively, though not to strike. That action, together with some legislation at the state level, led to a rapid expansion of unionism among public employees. But the problem of how bargaining could be conducted effectively without the ultimate sanction of the strike remained to be solved.

A number of professional associations, though refusing to regard themselves as unions, began in the late 1960s to engage in collective bargaining and even, occasionally, to go out on strikes.

The outstanding example was the influential National Education Association, several of whose affiliates carried out successful strikes.

PATCO informed us that their contract expired on the 15th March 1981 and, well prior to this date, nego-

tiations had been opened with the Carter Administration, who were reluctant to improve upon the old contract.

The present work-load is - depending on the facility - between 40 and a maximum of 60 hours per week. The national average is 48 hours, 6 days per week. This was one of the main points of discussion, together with a raise of salary and a change in retirement benefits which, under the previous contract, were retirement after 25 years service with 50% of basic salary (not index-linked) as a pension.

At the start of the U.S. Presidential campaign, PATCO explained to us that they had interviews with both major candidates to ascertain their plans in regard to PATCO claims, once again the Carter Administration was reluctant to enter any discussions, whilst the Candidate Reagan side gave full support, as is shown in this letter, a copy of which was provided for us by PATCO:

RONALD REAGAN

October 20, 1980

Robert E. Poli, President
Professional Air Traffic Controllers
Organization
444 Capitol Street
Washington, D. C.

Dear Mr. Poli:

I have been thoroughly briefed by members of my staff as to the deplorable state of our nation's air traffic control system. They have told me that too few people working unreasonable hours with obsolete equipment has placed the nation's air travellers in unwarranted danger. In an area so clearly related to public safety the Carter administration has failed to act responsibly.

You can rest assured that if I am elected President, I will take whatever steps are necessary to provide our air traffic controllers with the most modern equipment available and to adjust staff levels and work days so that they are commensurate with achieving a maximum degree of public safety.

As in all other areas of the federal government where the President has the power of appointment, I fully intend to appoint highly qualified individuals who can work harmoniously with the Congress and the employees of the government agencies they oversee.

I pledge to you that my administration will work very closely with you to bring about a spirit of cooperation between the President and the air traffic controllers. Such harmony can and must exist if we are to restore the people's confidence in their government.

Sincerely,



RONALD REAGAN

901 South Highland Street, Arlington, Virginia 22204

Paid for by Reagan Bush Committee, United States Senator Paul Laxalt, Chairman, Ray Buchanan, Treasurer.

When President Reagan was elected and the new FAA directors were nominated, PATCO were told to wait, and wait.....

There was strong pressure, from controllers at the busiest airports and centres, for industrial action in support of their claims. The U.S. Airline Pilots Association (ALPA)

expressed concern about the effects of "slow-go" and "limited" action, which would cause more problems for airline companies and pilots than for the FAA. Therefore, PATCO policy favoured the total strike action pressed for by its members, despite the fact that under the terms of their contract such action is illegal.

At a general ALPA Convention, PATCO inform us that their representatives were applauded by the whole convention when they stated that they would go on "total" strike.

In June the first deadline was set for renewal of contract, with PATCO members again calling for strike action. The FAA again requested more time to consider proposals. Once again wait, wait.....

Despite pressure from its members requesting strike action, PATCO again agreed to wait. This "stop-go" procedure lasted until mid-July when, finally, the FAA made some proposals which were:

- 1.No change in retirement benefits,
- 2.No reduction in working-hours,
- 3.An 11,5% raise in salary, spread over 42 months which co-incides with the end of President Reagan's term of office. This offer of 11,5% is only 3% more than that awarded to other Federal employees not double as was stated by the FAA. This offer was rejected by approx. 95% of all controllers.

Member's impatience was now such that PATCO was in danger of losing control, with controllers at several centres threatening wild-cat strike action.

PATCO then issued an ultimatum to the FAA to the effect that if successful negotiations were not achieved by the 3rd August 1981 at 7 am Eastern Day Time, then the entire PATCO membership would down tools.

All this is background information given to us by PATCO, and not generally known. The rest of the strike story was well covered by the media.

What is less well-known is that PATCO explain to us of the role of the Airline Transport Association (ATA), the FAA, and ALPA. According to PATCO, during numerous meetings these three bodies decided upon co-ordinated action to break both the strike and the controllers, dividing up the task as follows:

- 1.The ATA would take legal action and sue first PATCO for \$ 100.000 PER HOUR of the strike, requesting that PATCO funds be frozen, thus preventing any financial assistance to striking controllers. They are also taking action against individual controllers for losses of around \$ 35 million PER DAY and should those controllers be held financially responsible, then their belongings (houses, cars, bank funds etc.) will be awarded to the ATA as damages.
2. ALPA has agreed to continue flying in the reduced capacity system devised by the FAA regardless of the consequences, in order to prove said system safe. Unfortunately member pilots - although they support the overall ALPA plan - are filing alarming (internal) reports to the effect that the situation is deteriorating daily, as this example (one of many filed daily) illustrates, this is one of many copies given to us:

AIR LINE PILOTS ASSOCIATION

DATE: August 11, 1981
 TO: Captain J.J. O'Donnell, President
 FROM: Tom Sheppard, Chairman, ATC Committee *RS*
 SUBJECT: ATC Communications Center Activity Report for August 10, 1981

1. The FAA "50 Plan" still in effect. The FAA has lifted all restrictions on General Aviation operating in the ATC system, with the exception of Chicago Center.
2. An increase of 54.5% in pilot reports was noted for today. These reports verified the problem of a general deterioration in the ATC system. An increase of 23.5% in total reports was noted for today. This is brought about because the membership is more aware of the Communications Center.
3. Many pilot comments received with reference to non-support of the strike; however, they do want to have the ATC system return to its previous capacity and safety level.
4. International flights are beginning to suffer due to sympathy with PATCO from other controller unions, worldwide.
5. General Aviation aircraft (VFR) are beginning to tax the ATC system safety level, due to increased activity below FL 180. ALPA crews are showing a greater concern for the negative impact of this activity. The increase in general aviation activity is showing a definite safety hazard to our system.
6. National weather has remained good since the beginning of the strike. However, today brought an increase in localized severe weather, which caused some controller problems.
7. Pilot reports indicate noticeable controller fatigue throughout the country. Reports also indicate an increase in workload and controllers beginning to combine more frequencies (positions). RE: MSY Arrival/Dpt. report from Delta 103.
8. Several inquiries regarding ALPA support or non-support of FAR 91.3. Two pilots stated they were concerned enough about the deterioration of the system not to fly.
9. Northwest and Western Air Lines released aircraft VFR from Edmonton, Can. to U.S., thus changing Operations Specifications with FAA approval. This also causes a higher collision risk for ALPA members.

Conclusions and concerns remain the same, with the addition of grave concerns that there will be appeals from both the Air Carriers and General Aviation to change their Operations Specifications and Federal Aviation Regulations to benefit their operations.

This will set us back many years in our attempts to maintain the high level of safety that we have achieved these past years.

The primary reason Air Carrier turbo-jets operate IFR in VFR weather is a result of the TWA/UAL Grand Canyon midair collision and the higher collision "risk" factor created by turbo-jet high closure speeds.

Today the ATC system suffered continued deterioration.

TS:dy

cc: National Officers
 J. Bavis
 J. Howell

Charges Denied

Helms strongly denied charges by the Professional Air Traffic Controllers Organization that the airways were unsafe. "We have no knowledge and no reason to believe that the system has deteriorated in any way."

J. J. O'Donnell, president of the Air Line Pilots Assn., agreed with Helms, and said at a press conference that the airways are unequivocally safe and that the pilots would be the first to complain about safety if conditions had deteriorated.

Aviation Week & Space Technology, August 24, 1981

3. The FAA is instituting the contingency plan already defined twelve months ago -
 - a. use of military controllers after 5 days conversion training
 - b. use of hundreds of "medically unfit and retired no-current or non-qualified controllers"

An example of how the FAA achieves the metamorphosis of "medically unfit" to glowing good health is shown in this copy of a memo given to us in which a certain doctor explains how cover will be given to controllers:

| | |
|---------|---|
| SUBJECT | Medicals |
| DIGEST | <p><u>Problem:</u> Medical certification of personnel used in covered positions during emergency or contingency periods. These persons are currently in uncovered positions without medicals and will be working traffic to obtain and remain current.</p> <p>Dr. [REDACTED] advises that the facility chief has the authority to use any personnel in times of emergency. A medical clearance can be obtained via phone from Dr. [REDACTED]. For the long run of training to remain current he recommends that we give him a roster of all persons involved including home and business phones. Each person will take a Class II Physical at Denver ARTCC and the certificates will be forwarded to Dr. [REDACTED] for keeping. If the need arises Dr. [REDACTED] can issue the certificate and medical clearance can be given over the phone. He also says that if a person is involved in an operational error while training or working a sector to remain current he will issue a medical clearance immediately, usually over the phone.</p> <p>CONCLUSION, ACTION TAKEN, OR REQUIRED I have asked [REDACTED] to provide a roster of involved personnel and then try to get something set up that will cover legalities for all concerned.</p> |

PATCO inform us that the memo is concerned with the special contingency plan for emergencies such as war or strike etc.

Now we come to the Special IFATCA Conference of 22nd + 23rd August 1981 in Amsterdam. The associations of more than 32 countries were represented and PATCO sent its Executive Vice President Robert Meyer.

The first day was devoted to considering the past and present situation in the United States and, in the evening, different scenarios for future action were formulated for discussion on the following day.

It is not considered prudent to publish details of contemplated or agreed action, which will be explained at our own special Guild meeting should the need arise.

Please do not form the impression that nothing came out of the Amsterdam meeting, as was suggested by some of the media. On the contrary everyone present - including the PATCO representative - was satisfied with the outcome.

In conclusion it must be said that the "busting" of PATCO is a test, a test which is being closely observed by most other national administrations; if this disintegration of the American controllers is achieved, then there is no doubt that these administrations will follow suit. Then who will be next? Rest assured that the governments of many industrial nations are having problems with their ATCO's, and are losing patience. Should PATCO be "bust" then, sooner or later, we will all find ourselves in deep trouble.

Ph. Domogala

Our Man in Amsterdam



Why is he there ?
What is he doing ?
Who is he ?
Who the hell cares ?

For the answers to these and
other questions vital to
civilisation, see our next
issue.

next copy deadline November 1st

