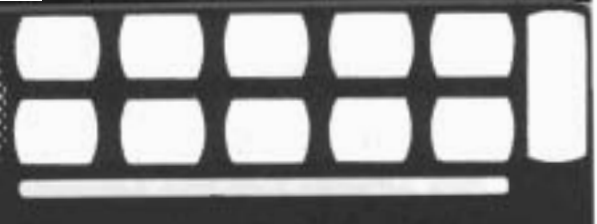


INFORM

1982 - number 1



INPUT



the magazine of the
EUROCONTROL GUILD of AIR TRAFFIC SERVICES

OUTPUT	03
k's President's Message	04
President's Message	06
Guild Future Activities	09
Aviation Glossary	10
Cabin Crew Injury	10
2001-An Airspace Odyssey	11
The Big Question	14
Old Soldiers Never Die	17
Rumours	21
American Dream	23
Pilot Incapacitation	26
Miscellaneous	28

Editor: Jan E. van Belle, Staff writers: Norman Brown, Clemens Degenaar, Stewart Ralston. Guest writers: Jan van Eck, Eurospero, F. Wissink, Edward Snijders, Jan Gordts. Advertising: Paul Hooper, Clemens Degenaar. Artwork/Layout: Martin Germans. Front Cover: Artin Design. Typist: Sonja.

Address: INPUT postbus 47, 6190 AA Beek, Nederland. Bank: AMRO BEEK
Account: 46.28.89.963.

INPUT and EGATS cannot accept responsibility for any errors or deliberate falsehoods contained in any article, information or opinion published in this magazine. Unless otherwise stated, the views expressed in INPUT are not necessarily those of EGATS or the Editors. No responsibility is accepted for personal opinions expressed in INPUT.

Subscription rate: Hfl. 6.-- per issue plus postage.



Norman Brown

Jan E.
van Belle



Clemens Vegenaar



Stewart Ralston



Paul Hooper



Martin Germans

OUTPUTOUTPUTOUTPUTOUTPUTOUTPUT

We're rich. Bermuda here we come. Yes folks, the A.G.M. voted us funds for another glorious year. Like it or not.

The AGM this year differed very little from those of previous years. The attendance was an all-time high of 45 Who knows? One year perhaps half the membership might make it. Perhaps if they felt that they would not be held until midnight by repetitious inanity they would brave the wrath of their spouses and turn-up.

In this issue our new Guild President Jan Gordts is introduced. You will find his list of forthcoming activities interesting. Once again we would like to thank the previous President and Executive Board for their cooperation over the past year. Grovel, grovel.

Yet another misguided soul has committed his expertise and reputation to the Editorial Team. Introducing that cuddly bundle of fun - Stewart (Teeth) Ralston. Renowned for his good looks and vocabulary: his charitability is legendary, his spirit 80% proof and his sense of humour tremendous. At least we hope so on reading this; A welcome addition to the team.

Our last issue attracted some flack from various quarters; so at least we are being read. We said it before and we repeat our policy; honest and legitimate criticism or comment must be given a forum. To paraphrase Abraham Lincoln: "You can please some

of the people some of the time, and most of the people most of the time, but you cannot please all of the people all of the time".

Do these words - quoted of Mr. J. Grey by Time magazine - seem familiar? "Here we see for the first time a broad spectrum of free nations able to put aside their differences and complete a complex technological project. It should serve as a powerful lesson in international co-operation, especially for developing nations."

Could it be that entity once known as "Euratom ?" Eurocontrol perhaps? No on both counts. Mr. Grey is referring to that new craze - space exploration and exploitation. Forgive us our scepticism, but, if past performance is anything to go by, how long can this new venture last?

One would need to be both blind and dumb not to know that Maastricht UAC has now completed 10 years of "completing complex technological projects".

Let's hope that some good old common sense can be forthcoming in the future to ensure our super-modern Centre's survival.



ECK'S PRESIDENT'S MESSAGE

It does not seem so long ago that I was elected President of the EGATS Executive Board. As I am now standing down for personal reasons, I would like to reflect on events during my term of office.

We started with a lot of problems, both internal and external. Locally we had to reorganize and integrate the existing individualism. We made a strict set of rules for all Board Members. We did not always agree and sometimes had severe disputes, but dialogue always continued. Because of this open discussion we could overcome and solve many of our problems and therefore, could continue to work as a team.

Externally we were faced with bad relations with other Guilds. I am happy to say that such relations have greatly improved, as I think that a good relationship between colleagues is essential for the smooth handling of traffic, and is necessary as far as our future aspects are concerned.

Relations with our Ops-division Management improved, because of our intervention in the status quo which existed in the LOA discussions between RLD and Eurocontrol. However, a lot of questions remain unanswered. When will we be accepted as experts when we discuss our own work? Here I see most clearly a need to parallel the situation existing between the Dutch Pilots Association (VNV) and their Management, when they decide how and by whom an Airbus shall be flown.

When will we be accepted as a participating party when Management is discussing our future? Could not the Guild be invited as observer on Supervisor meetings?

There is still a list of requests and proposals from our Technical Committee pending fulfillment.

The "internal tax" system was introduced, which means no tax reduction for the expenses incurred for Guild and other activities. This is bound to have an impact on our work.

During our term of office the ATC world was affected by strikes, destroying good relations between controllers and airspace users. Charter companies became bankrupt. The family life of pilots was disrupted. It will take us a long time to rebuild our image as safety officers.

This brings me to IFATCA, which is facing difficult times.

We know that their Executive Board has never shown any interest in Eurocontrol Maastricht, and it is unlikely that this attitude will change in the near future. However, as long as our Eurocontrol Guild can be of any assistance to any other association, we should remain in IFATCA; provided this body represents professionalism. There are indications that some Guilds might leave and be replaced by Unions. I am afraid that this would signal the end of IFATCA.

How does the future of our Centre look?

I know that our Professional Committee has done all it could. "Seldom did so few do

so much for so many". If Maastricht UAC were to disappear, there should be no one who can say: "Sorry, I did not know".

But I hope that the overall requirement for economy and safety will triumph over narrow nationalism. Latest information indicates that our present Staatssecretary, Mr. van der Doef, has this in mind and moreover has the courage to confront the RLD Management.

I take this opportunity to thank all other active members of our Guild. To start with, our Past President Mr. Smeeth for his advice to me during

my term of office. Furthermore all members active in different committees. Let the saying that "constant dripping wears away a stone" be a stimulant to continue your work.

My successor, Mr. J. Gordts, is not a new face in the EB of the Eurocontrol Guild. Some years ago he was an active member and he belongs to the founder members of our Guild. I am convinced, that with the assistance and the existing will to work of the remaining EB members, our Guild will have a good President for the near future.

J. van Eck





PRESIDENT'S MESSAGE

Thank you for the confidence which you have shown in me by electing me as your President.

First of all I wish to extend my personal thanks to the former EGATS President and EB members

I sincerely find that they have done a fine job during their term of office.

I consider it a privilege to return to the presidential function of EGATS knowing that we now have our association with well established rules and procedures, one which has more and more members, which has a well functioning EB with various active Committees, a healthy financial status, and last but not least a professional magazine with a very talented editorial staff.

Thanks to all of you.

As is customary in good old democracy, it is expected now that a new President makes a declaration of his intentions at the beginning of his term of office.

It is of course not my intention to propose drastic changes, I am convinced that most of the present activities should go on as planned. I personally think that a well functioning routine is sometimes the best basis for development.

In the light of our forthcoming 10th anniversary in Maastricht, however, it is also my opinion that we must reconfirm our position as a European Air Traffic Services Association.

The antagonism against Eurocontrol has not disappeared, however we must show to all involved parties that we have this unique position in Europe and that we have reason to be proud of it. Pride does not necessarily mean a feeling of superiority, but neither should this pride deteriorate into a feeling of dependence provoked by political factors.

In other words, I would like to create a positive working atmosphere which would underline this European nature of association.

I therefore wish to propose several professional activities to the EB, which are likely to be of interest to our members.

Suggested already are:
 a fuel economy forum,
 a medical lecture,
 a social event,
 visits to Semmerzaeke etc.

I also wish to propose to the EB methods to build steady relations with our employers in Maastricht and in Headquarters.

I am convinced that EGATS can play a positive role in the development of Eurocontrol; e.g. we can give advice,
 we can sound out the opinions of our members,
 we can continue to propose technical and operational improvements.

Eurocontrol in Maastricht and in Brussels should realize that they can do things together

with EGATS, and I am confident that - provided we give proof of professional quality - we will, in the long run, be able to reach a level of prestige which we really deserve and which Eurocontrol will appreciate.

Also with the neighbouring associations and with IFATCA we will endeavour to keep up a friendly and efficient relationship. Knowing that our members have expressed their intention to keep us affiliated to the federation, we will offer our good services and stay active IFATCA members.

It goes without saying that all this will only be possible provided there is goodwill on behalf of all partners concerned.

I am therefore looking forward as President to good co-operation with the EB. I will not pursue my own ideas but will try to develop a program, together with the EB, for the benefit of all members.

Speaking for the newly elected EB I wish to launch an appeal to all of you to:

participate in our Committees, contribute to our magazine, assist us by making suggestions, and finally try to involve your colleagues in professional issues so that we all together will benefit from the stimulating and dynamic Guild of Air Traffic Services, which is

EGATS

Thank you.

J. Gordts - President



GUILD FUTURE ACTIVITIES

Dear friends,

In addition to my Inaugural Speech on 16th February 1982, I can now inform you of our provisional forthcoming EGATS activities in 1982.

These activities should, of course, be seen against the background of the European professional attitude, which is described in my speech.

1. Fuel Economy Forum.
This subject is not exhausted, we can give it a practical aspect when we apply it to our own sectors.
Many air companies and neighbouring control units will be interested. There are already indications that many of our members would like to participate. The date would be after September 1982, preferably in the Autumn.
2. Together with this forum we would like to organize a celebration event on the occasion of the tenth anniversary of EGATS, which is officially in July. This celebration will, I believe, offer a welcome opportunity to refresh our morale slightly, and moral support seems to me a very important feature in these times of strong political pressure.
3. We will establish a healthy dialogue with our management in Maastricht and in Headquarters.
We will in this context try to pursue the efforts taken by the previous EB with regard to:

- Individual support to members in professional matters
- Technical advice and suggestions via our Technical Committee will continue possibly even expanding, provided our members give the necessary support.
- Travel facilities will, as you can regularly see on the notice board, be handled even more efficiently. The Travel Section will, no doubt, try to optimize their working procedures, especially with regard to the dissemination of information.

4. Following the directives of the AGM.
The medical aspects of the profession may also become a field of activity, provided again that the necessary back-up is given.
It is anyway our intention to organize a lecture or conference on "Stress in ATC".
5. In IFATCA matters we will continue to fulfill our duties as loyal members, and will carefully study and evaluate all new trends and policies of the Federation.
Our members will anyway be able to guide our policy with regard to the Amsterdam Conference, because we will organize a "SGM IFATCA Amsterdam", during the month of March.
6. Input will, with renewed energy, provide us with excellent articles, cartoons etc. The Editor and his team will make an additional effort to provide us with a ten year celebration number.

Looking forward to good cooperation with you all.

J. GORDTS -PRESIDENT EGATS

AVIATION GLOSSARY

(with thanks to "Slipstream"
from the Edmonton flying club)

AIRFOILS:

Swords used for duelling in flight

AIRSTRIP:

In-flight performance by exotic stewardess

AUTOPILOT:

Person who flunks his checkride

BANK:

Owns most of your airplane

CAGED GYRO:

Not much more docile than wild gyro

CARBURETTOR ICING:

Usually vanilla

CHOCKS:

Piece of wood lineboy slips in front of wheels while pilot is not looking

COCKPIT:

Area where chicken pilots are kept

DOWNWIND LEG:

When girl is standing sideways to wind, skirt will be lower on this leg

FINAL APPROACH:

Last pass pilot makes at girl before giving up

KNOTS:

What stalls do to stomachs

PILOT CENTER:

Usually found right in middle of pilot unless he is loaded incorrectly

PROPELLER:

Fan keeps pilot cool-turn off and watch him sweat

RUNWAY:

Place where stewardess starts her airstrip

SKYJACK:

Devices for changing tires in flight

TAILDRAGGER:

Pilot who lost bout with bottle last night

ZULU TIME:

Used by African pilots

CABIN CREW INJURY

Remember the story about the steward's deadliest enemy in input no.1 1981

Well the trolley struck again.

In the British airways safety review we noticed this next piece.

You will see that pilot and controllers are not the only aviation people who suffer:

B747/3809 G-AWNM BA294

London/Miami 02 Jan 81
returned to London 1410 GMT

Cruise: cabin crew injury

About 1 hour after take-off steward (Bar 3) had his left middle finger trapped in bar trolley extension flap whilst steward D was setting up the trolley. The flap was unlocked and it was then seen that the end of the steward's finger was almost severed and it was bleeding seriously. The injured finger was dressed and in view of the seriousness of the injury and the long flight ahead, the Captain decided to return to London. 48 000 kg of fuel were jettisoned prior to landing.

The steward was taken to Ashford Hospital where the injured finger was stitched together.

The incident was caused by the trolley handles being bent very slightly inwards restricting the raising of the extension flap. A considerable force was required to raise the flap, the restriction was suddenly overcome and as the flap reached the horizontal position the steward's finger was trapped.



2001 – AN AIRSPACE ODYSSEY

'It's unbelievable that they thought they could go on separating aircraft by forcing them to fly in ten mile wide corridors,' said the instructor. 'As you can see, we feed in the departure and arrival coordinates data and the central processor does the rest.

If there are big differences in the take-off weight or TAS from the standard data bank values, then these too are input, otherwise the climb profile prediction will be continuously updated and the controller may have to propose heading changes. We try to avoid this as far as possible.'

I was nearing the end of my first year of ATC training and it began to make sense at last. By not confirming aircraft to predetermined routes, the laws of random scatter were on the side of natural separation.

The computer calculated planned route, produced by the Eurodata Central Planning Unit, took account of all active military and danger or restricted areas, known or predicted areas of adverse weather, the optimum fuel economy profile and all other existing and intended flights in the area. 'It is the pilots' responsibi-

lity to see that the flight plan which the computer proposes is correctly input into the auto-nav. system, or "Magellau" as they call it, prior to take off, together with the atomic clock synchronisation from the SIRIO satellite.

'Then "George" takes over, flying the aircraft according to the Airborne Flight Director System, whilst the crew attend to their manual cross-checks.' 'It works with minimum ATC intervention because separation standards infringements are prevented, instead of being resolved as they used to be.'

He went on to explain that the captain could decide that a portion of a flight could be flown manually, in which case they amused themselves trying to beat the system. "If the aircraft is not being flown at clean, the Digital Read Out Panel (DROP) indicates a percentage of extra fuel consumed, which may have to be explained to the Chief Pilot," he continued with a smile.

I had read much about how the old ATC Area concepts had worked and why the system had finally to be changed. Although the European Flow System had ironed out the major traffic peaks and had propped up the system for many years, still the controllers had had no real control over the rate of entry of aircraft into their sectors. One summer's day, the triplicated display systems had successively failed, with fifty aircraft in the sector and the unfortunate controller had suffered a heart attack. The ensuing board of inquiry had found Planning Authorities culpable in part, of contributory negligence in allowing ever increasing numbers

of aircraft to be under the responsibility of one controller.

The Supervisor had also come under fire, and expert witnesses from the Medical Centre, who had allegedly performed the controller's medical licence examination to the standards prescribed by ICAO, had also received their share of embarrassment.

This had been the turning point.

The acceleration of development in airborne area navigation, together with accurate flight profile prediction, had led to the new ATC concept of "spread-'em-around".

After ICAO Member States had fully implemented the CDN system, the obtaining of central processor produced flight plans had become internationally available. Carriage of Traffic Collision and Avoidance Systems (TCAS) had become a mandatory requirement, to supplement the ATC systems. Development in communications after the initial installation of the Immarsat, in geostationary orbit at LONG 26°W, had expanded from the service area of the Atlantic regions to the Americas and most of Europe.

Controllers were still provided with conventional R/T as a standby; but when ATC "interventions" - as they were called - became necessary, they were passed via the Aerosat system directly into the Airborne Flight Director Device.

We had also heard on the course that the ATC system had been much improved by the use of the ICAO ADREP data bank. This system of data collection on incidents and the dissemination of advisory recommendations,

had led to a greater willingness, on the part of pilots and controllers alike, to report incidents and get feedback in the form of recommendations for improvement. Gone were the days when investigating bodies were required to allocate blame, to the financial satisfaction of the legal representatives.

So now the course was at an end and I would have to start my career as the Centre Director had, with the relatively humble duties of Data

Input Operator. In addition my three months with an airline with flight check and simulator training would be exciting.

The abolition of IATA Resolution 200 had improved the opportunities for the current generation of controllers to get updated experience on the new airborne systems. But it still makes me smile when I hear some of the older controllers talking about the "good old days". It must have been much more difficult before we had the "spread-'em'around" concept.....

Saving with high interest

with CDK you can

CDK saving expertise can offer you many saving possibilities. Saving with a normal Deposit Book or super saving with direct access to savings, or fixed term saving with several types of certificate. All forms of saving attract high interest with CDK.



There is always one form of saving to fit your circumstances at the N.V. Crediet en Depositokas, bankers of the Grenswisselkantoren N.V. Ask for a brochure or come along and see us, you are always welcome.



Prof. Spronckpark 13. 6191 AJ Beek (L).
Postbus 37. 6190 AA Beek (L). Tel. 04402-4793

CDK, the address for made-to-measure saving advice

More than 125 CDK-agencies in the Netherlands



THE BIG QUESTION

A few weeks ago I witnessed a discussion between ops-people in the Maastricht UAC canteen upon the subject: "Are technicians in general, and Maastricht UAC maintenance people in particular, normal human beings like the rest of us?"

Due to the fact that I am a member of the TMCD-group, thus having very close contact with technicians, I feel qualified to pass a judgement on this subject and wish to declare "Yes indeed technicians are normal humans, and nothing human surprises or is strange to them."

A technician wakes up perfectly normally every morning, however, to the sound of a personally developed micro-processed clock-radio, which also drives an electric toaster and coffee machine with built-in time delay mechanism, because being "only human" he has to wash himself and use the toilet first.

He uses an apparently normal w.c., however, with a built-in contact which activates a ventilation system automatically the moment anyone sits on the seat.

Washing is a completely manual operation with no technical resource used, except for the photo-cell controlled soap dispenser which gives a quantity of soap proportionate to the time the hand is held under the opening.

After he has taken a normal breakfast, consisting of toast and coffee, as we have already seen, he then drives normally to the centre in his normal car, except for the minor adjustments such as the triple RPM indicators, a normal mechanical one, another with l.e.d.'s (light emitting diodes) and finally one with l.c.d.'s (light crystal display). In fact none of the three is giving the correct indications, because the standard built-in mechanical rev.meter never gives the correct value, and the other two designs are in an everlasting state of development. This state of affairs is excused by the owner as follows: "If I ever find a suitably attractive box to put it in, then I'll finish it."

Once arrived in the centre he goes along the rows of equipment under his responsibility, pushing a variety of colourful buttons in a carefree confident manner. Don't worry, however, because these buttons are deliberately left unconnected by the supplier just so that the technician may satisfy his desire for physical contact with the equipment, without it having any effect on the operation thereof.

Afterwards he greets his colleague with the question: "Did you have any unusual

failures?" To which question he always gets a negative reply because all technicians inherently in their blood do not recognize the existence of "unusual failures". The most they ever admit to is a "difficult problem". I even knew someone who, after a long tedious investigation, found that a malfunctioning transistor had caused all his trouble, whereupon he hurried to the stores, collected all transistors of that type and with a sadistic smile broke off one leg of each transistor saying: "I'll teach you not to waste my valuable time." However, not all technicians are like this - also it is not the rule that a technician never gets his fingers burned anymore - I myself saw a maintenance engineer having his fingers burned by a tall blonde at a bar; however, that is another story.

It is even no longer true that technicians are always talking about technical things. I have witnessed, in company with some colleagues, a conversation between technicians when no technical words were used by anyone - it was during the lunchbreak on Thursday 27th November 1980 at a table near the VIP-room in the "old" canteen layout.

So I hope that "ops-people" will take this to heart and if you report a failure or if a failure cannot be solved immediately or the "collapse/de-collapse" takes longer than you expected or double tracking is still taking place, you will remember "Technicians are also just ordinary people."

F. Wissink



OLD SOLDIERS NEVER DIE

On March 1st, 1982, the Eurocontrol UAC celebrated its tenth anniversary, thereby bringing to a close an extremely turbulent decade during which the original goal - collective establishment of a European air traffic control system - should have been attained. Reason enough, therefore, for us to visit the former deputy head of our Centre, Mr Moeshart, to look back on the past and to get his view of our future.

The desire for re-organization of the airspace in the 1950's was the result of the arrival on the scene of long haul jets such as the de Havilland Comet, the B707 and the DC8.

In 1955-1956 ICAO strongly recommended that various European countries co-operate in this field and as the EEC was at that moment in its infancy nobody was able to refuse.

Initially it was a very ambitious project; two large FIR's would be formed - NW Europe including France, and Italy - with ATCC's in Luxembourg and Rome. This concept was quickly altered to one of four UIR's, with the accession of the UK in 1959, as France and the UK wished to retain control of their own airspace.

At that time the whole Italian air traffic control system was under military jurisdiction and, therefore, Italy withdrew because the Eurocontrol Convention of 1960 was intended for civil air traffic control, i.e. for traffic that was able - or prepared - to operate in accordance with ICAO procedures.

After the Convention came into force in December 1963 and the time came to translate words into deeds objections were raised by the British and the French. The UK considered its airspace large enough to stand as a separate entity. Isolationist politics possibly played a role here as the UK was not then a member of the ECC and wished to maintain executive tasks under its own control.

France wrestled with the same problem. Both countries put forward arguments concerning the financial aspects and the integration of civil and military traffic which they, like the Americans, wished to conduct on a national basis.

These points of view were referred to a working group formed by the Permanent Commission. The so-called "Moroni Report" of 1966 contained elements which attacked the collective objectives of Eurocontrol as both aforementioned countries wished to postpone the decision to hand over executive tasks until 1980. All that remained was the "hard-core" the Benelux and West Germany. Therefore, 1980 was such a crucial year because the new Convention for 1983 had to be ready. Diplomatic wording prevented parliamentary interference concerning actual deviations from the Convention on the subject of the transfer of control services in the upper airspace.

Indeed, it can be seen in the new Convention that the requirement to transfer air traffic services to Eurocontrol has been scrapped. Participation also provided interesting commercial possibilities. The UK, having lost the

race between DECCA and VOR/DME saw the possibility to introduce HARCO (hyperbolic area coverage) for Area Control in Europe. Economic possibilities were also seen by the French - consider, for example, Thomson CSF. Whilst the law of supply and demand prevailed participation remained interesting. In the meantime the results have become known whilst a large technical step forward - favourable affected by the collective developments - has been made, qua organization we find ourselves back in the 1950's. There is not much left of the original concept - direct routings, cost savings, etc. - after the increased traffic density, the consequent smaller sectors and the enormous financial investment in the most modern air traffic control systems has taken its toll.

Does this mean that Mr. Moeshart is now convinced that re-nationalisation of the areas now controlled by Eurocontrol is the answer?

The original idea - a West German/Benelux Centre can still be realised by a transfer of air traffic services in the Dutch airspace. The fact that compliance with national boundaries is no longer required means improved sectorization and flexibility of routes and procedures to the benefit of both airspace user and controller. A considerable advantage. Nowadays fuel saving plays a most important part in enabling economic operation of air carriers. The decisive factor, however, remains whether the Dutch contribution of actual transfer of airspace is made or not.

In conclusion.

The carriers still think that

Eurocontrol charges them the "Route User Charges. A misunderstanding that has proven almost impossible to correct.

They simply do not want to hear the fact that the European countries have only authorised Eurocontrol to collect the charges for them.

Eurocontrol levies no charge - that is done by the various states.

As to the constantly increasing equipment cost; consider how many VOR's surround Amsterdam - almost as many as there are windmills on the Zaan.

And not just there alone, surely an area navigation system as originally proposed would have been better? Theory, the introduction of something new is a very difficult and long-winded affair (Consider the ILS/MLS struggle).

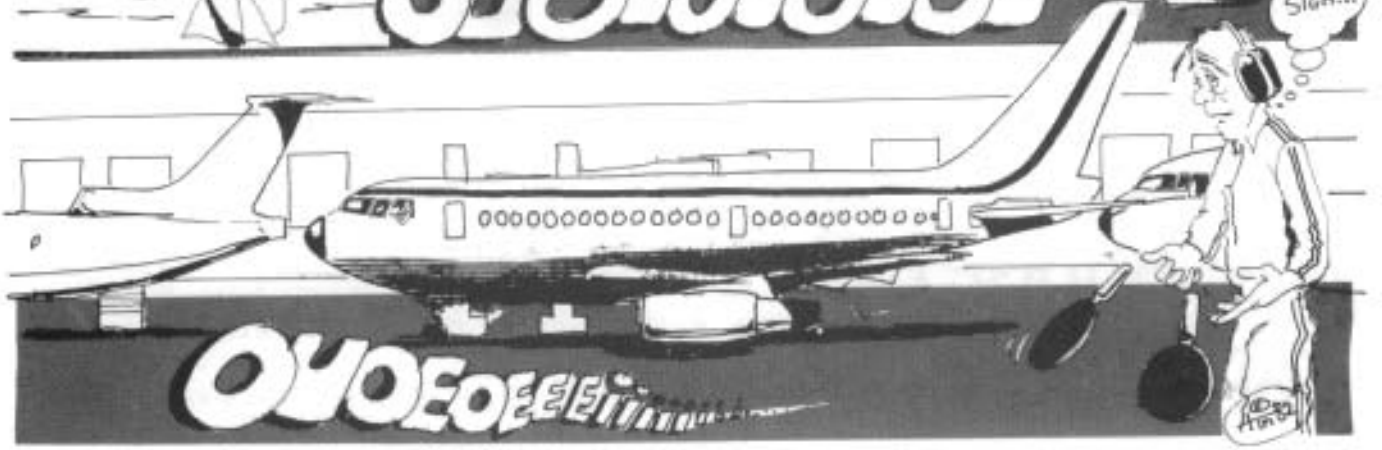
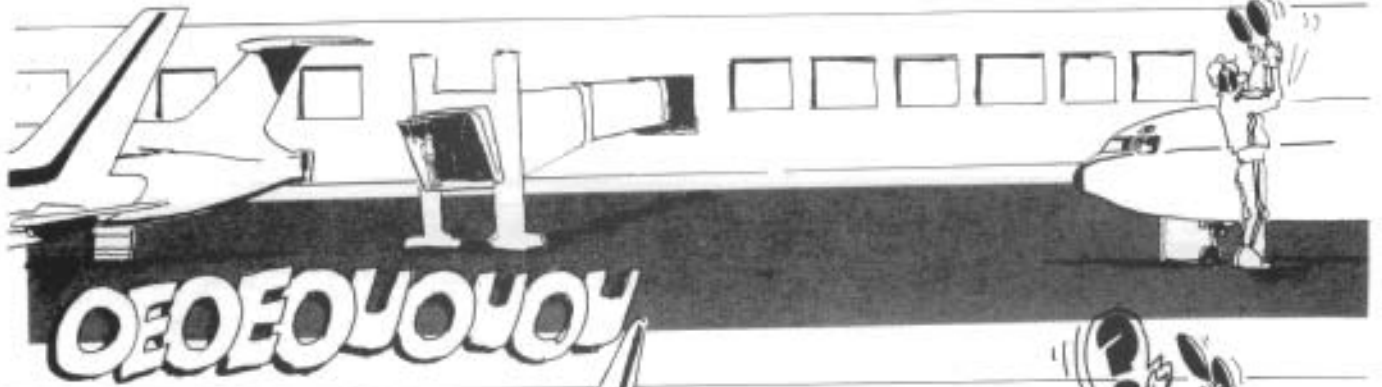
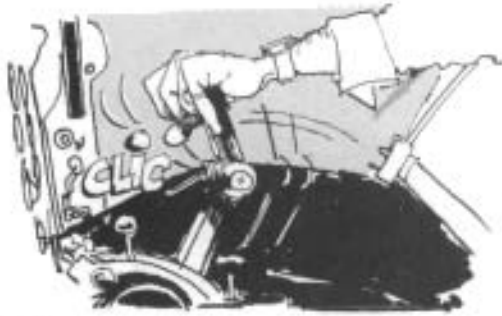
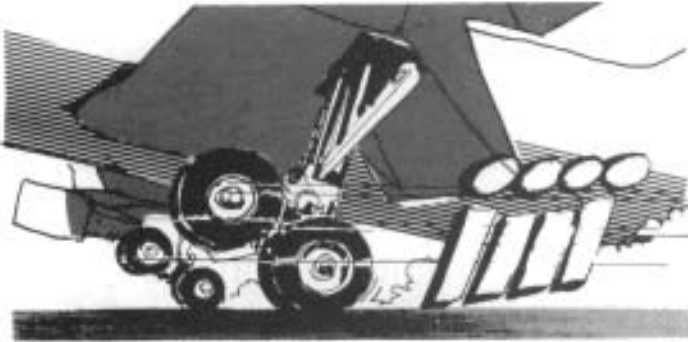
Flow Management.

This can be an improvement if the various states collaborate and if some flexibility is exercised by control units in those same states. Centralisation of this task is the way to go. It is, however, an enormous task - Flow control on a European scale.

The opinion of a veteran, Mr. Moeshart, who has not turned his back on aviation, will shortly appear in his book, to be called "Cleared for take-off", which deals with the history of air traffic control from the very beginning right up to the present day and should be completed by the end of 1982. He is presently on page 1200 but it will have to be condensed to a more acceptable size.

A most fascinating document that we hope to see published next year.

C.M. Degenaar J.A. van Eck



Amro Bank, your banker in the Netherlands

As the leading commercial and investment bank in the Netherlands, we are also one of the country's largest retail banking organisations.

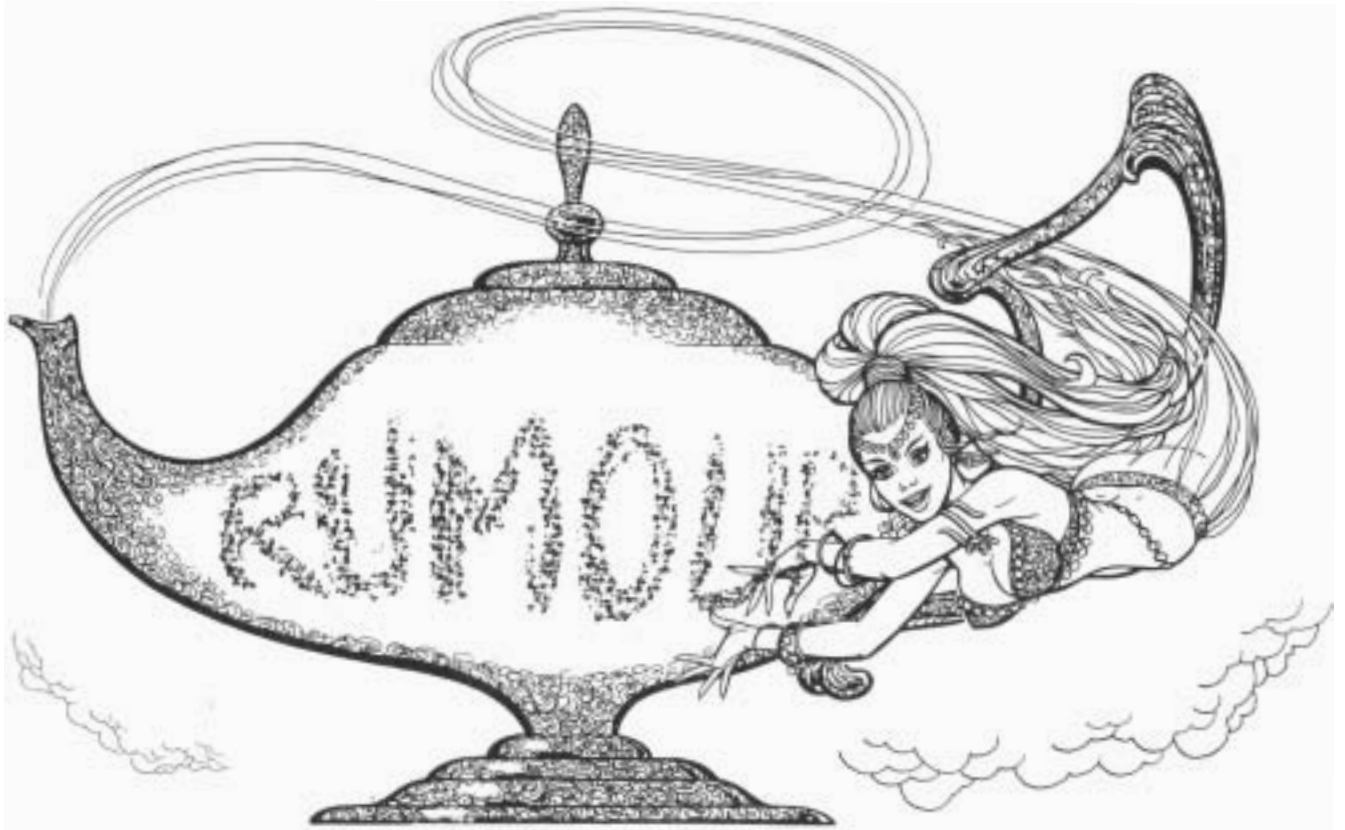
We can offer you all the banking facilities you need, including foreign exchange as well as bank accounts and savings deposits in any currency.

 **amro bank**

Beek, Airport phone 04402-2272
Markt 11 phone 04402-4466



**LOW BUDGET
RADAR TRAINING**



Clemens Degenaar

No doubt we are all aware of the latest rumour to circulate our Centre. If you have been on leave I consider it my duty to pass it on.

Our "Swedish" Chef, in his constant search for perfection in the canteen organization, was standing one day in his steaming kitchen, gazing philosophically over the comings and goings of his clients. He can determine their different nationalities even though he cannot always see them.

His meditative eye caught the sign "Please return all your dinner things to the plates rack" and sadly he noted the eager co-operation of too few people, but said not a word until an exuberant crowd, from one particular division, rose from their table and with great frivolity and speed proceeded to depart with no concern for the aforementioned

sign. Was this the gratitude for his trouble taken to go along with the latest trend-setting ODS (Operational Dinner System)?

"Swedish" Chef has finally reached that point known to us all in ATC as that of no return. In anger he yelled at the departing miscreants in his best English - "Hey! Carry back System..". His accompanying comments were lost in the crash of falling pots and cutlery.

"Carry Back System". It was enough. A hush descended over the canteen. Only the contented chewing of one deaf person could be heard. So even our "Swedish" Chef knew it. It must be true. Thus was born the "Carry Back System", and it grew into a fully-fledged Cat. A rumour, to flood the Centre like the incoming tide. Nothing could hinder its advance as it swept along

corridors and through offices, finally to reach the Operations Room.

"Have you heard? The Carry Back System seems to be through. Even "Swedish" Chef knows about it!".

Now if we carefully study some of the many rumours we have heard, it is possible to distinguish three distinct categories.

To satisfy the orderly minded we will start at Category "A". Cat."A" rumours contain a figment of contradictory truth e.g.

Amsterdam is coming
Amsterdam is not coming;
They are building in Bremen
Demolishing in Bremen;
In 1990 the Maastricht Centre will be used as a chicken-farm,
In 1990 the entire air traffic in Europe - upper and lower - will be controlled from Maastricht.

These Cat."A" rumours are, whether reassuring or not, by far the funniest and most interesting. They can inspire days of discussion and endless speculation.

A fully-fledged Cat."A" rumour may even inspire a telex to Headquarters in Brussels for urgent clarification. To take our previous example such a telex might read; "Please clarify connection Dinner Plates to Carry Back System in negotiations with regard to Feasibility Study stop". On arrival in Brussels the incongruous text causes an immediate "Secret" classification, which ensures its future there as a Brussels Cat."A" rumour. Thus the best Cat."A" rumours now carrying a red dot, may reach the European Parliament as "questions"

to be studied and possibly even to inspire appointment of a Commission. It becomes really embarrassing when, months later, NATO Headquarters announces an "Exercise Dinner Plate".

Cat."B" rumours are definitely not of this quality. Their discussion life is shorter term, and they soon peter out and are forgotten, e.g.

(A) "Mr. X, who has an affair going on with Miss Z - sister of colleague A - and who appears to be the father of the son of Mrs. Y, seems to suffer from a deadly disease".

(Mr. X is of course on leave at the time)

(B) "The AMRO Bank will no longer give us loans".

The main distinction of Cat."B" rumours is that they never leave the Centre.

We can rest assured that Brussels have never received a telex; "Request clarification connection Mr.X to loan and or Miss Z to AMRO Bank stop".

The most insignificant rumours are those which circulate at Division level. They can without doubt be assigned at "C". They are only a pastime and their point of gravity is often very low, so that very few people fail to recognize them as Cat."C".

The Cat."C" rumour does, however, give full reign to fantasy and, because of this, their worth is not negligible e.g.

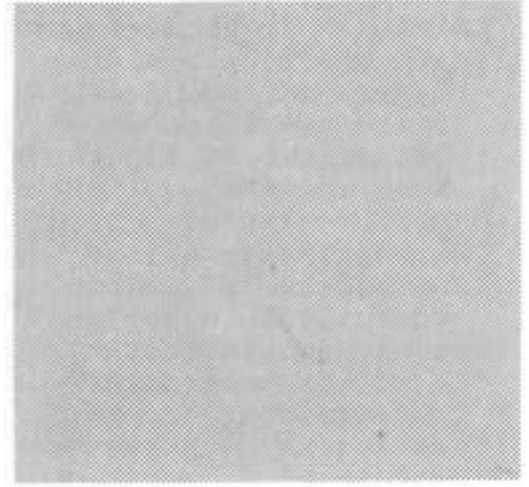
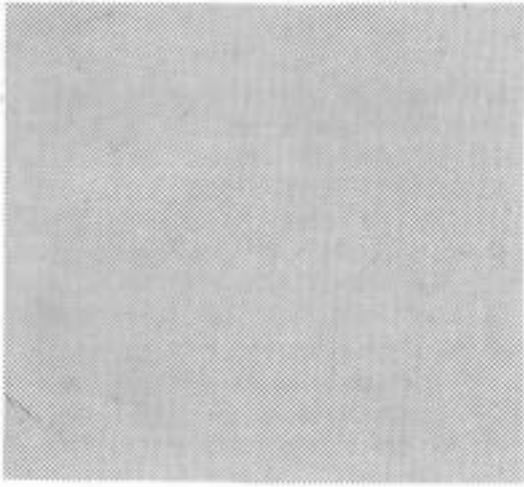
(A) The Director will visit the Ops. Room next night-shift.

(B) Is Mr.X really sick or is he on holiday in Tenerife?

(C) Next year we only get one cycle leave during the summer period.

The history of rumours is at once famous and iniquitous. They can paralyze armies and bring Heads of State to

despair. Their mysterious force lies in their ability to accomplish sometimes the desires of all, working for the common good.



AMERICAN DREAM

At this very moment of writing, the provincial authority of Limburg have just closed the discussion period with regard to the plans embracing the possible extension of Maastricht Airport.

In 1977 the first provision for a possible extension was made, by mentioning a so called "environmental" runway, in an east-west direction, in order to relieve the noise nuisance for Beek and Meerssen. This would be a 3000 metre runway, 500 metres longer than the existing 22/04.

However, the province, being very keen on expanding the employment in the region, saw a chance in the airport. Being aware they were not specialists in this field they hired an aviation consultant: R. Dixon Speas and Associates (DSA) from New York.

DSA finished the report in 1979 and offered the results to the province of Limburg and LIOF (Limburg Industrial Business Fund), their advisers.



The main conclusions, which were published early 1980, are randomly mentioned below:

- Maastricht had to specialize in freight
- nightflying had to be permitted - to obtain a competitive position against Düsseldorf, Cologne and Brussels - which was later agreed to be 7 flights a night maximum
- construction of a 3500 metre runway, able to accept any wide body movement. According to the plans, this runway should start just after the provincial road from Schimmert to Spaubeek, passing through the back-gardens of Oensel and Genhout and ending just before the present 22/04.
- the real feature was the planned number of jobs, both on-and off airport, which should be 1700 in 1990, compared to the present 600 jobs.

Luckily, some of the initial proposals have been withdrawn in the meantime; i.e. the parking area as DSA planned it, should have been able to accommodate 5 B747, 5 DC10 and 2 stretched DC8. It was realized in time that the recently built freight terminal, at the beginning of Eurocontrol's entrance road, was big enough to handle the traffic plus growth in the coming ten years.

The spectacular investment came down from 330 million guilders to 140 million, but the plan gained in realism, although nothing was said about the possible and likely decrease in proposed employment.

The doubtful element in DSA's predictions is the annual growth rate in air freight, which will be— DSA claims— in the short term 8%, whilst the latest ICAO report— as

mentioned in Flight Magazine from the 9th of January— indicates only a 3% growth for the year 1981. It confirms again that "IATA airlines are not the only ones having a rough time".

Another example of the present situation you will find in the aviation press in advertisements stating: "You will find aircraft at prices reflecting the present difficult economic situation".

It is a sad thing that DSA made the province believe that the only way to attract freight is to be able to receive and handle wide body traffic, knowing that the number of B747 200F just amounts to 44 and that there are actually only 10 DC10 CF in full freight service, out of a total of respectively 550 and 350. The 80 to 120 tons freight needed to load a 747 or a DC10, should consist of machinery, cattle, one day old chicks and flowers, coming from Aalsmeer (!).

At this stage the RLD (Dutch Aviation Authority) has to be mentioned, with regard to the single cattle transport by a 747 from Flying Tiger, last autumn from Beek, which was stopped after only one flight. The RLD deemed it necessary to stop these transports, because of the availability of non-used Dutch registered cargo space and so next time the cattle were transported from a foreign airport. There will not be any guarantee that these RLD procedures will come to an end in future, as confirmed by LIOF.

The last points regarding the airport plans are of a more technical nature and until now the reports paid hardly

any attention to these simple facts.

The RLD agreed to a maximum of 21.000 IFR movements in the area, which will all be connected to Maastricht Airport. However, the re-activation of Geilenkirchen air base - because of the basing of 12 Boeing Sentries (Awacs) - together with the additional military traffic, will give an extra 5000 movements in the Beek TMA; a considerable unforeseen additional workload.

Secondly there are the problems related to the climb out routes in a westerly direction;

landings from the west will not be permitted due to the fact that landing traffic has to position itself over Belgium.

Haskoning Engineering, however, calculated SID-routes in order to keep even wide body traffic clear from the Belgian military restricted airspace.

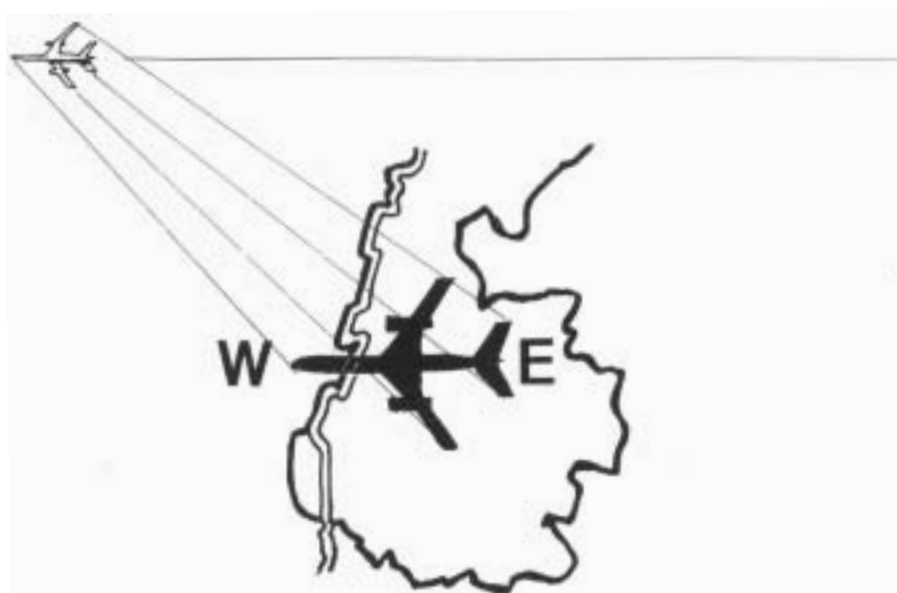
Until now there have not been any negotiations with the Belgian authorities to clarify

and define a climb-out sector over their territory in accordance with ICAO's recommendations in Annex XIV - Aerodromes, stating that such a sector should be at least 10 NM wide.

Apart from the question of whether it is desirable - both from an environmental and ecological point of view - for Limburg to be the proud owner of a huge airport, a lot of questions have to be put and replied to; it is now up to the provincial delegates to use common sense in order to appreciate the proper value of the proposed plans in today's context of a deteriorating economy.

Edward A.H.Snijders.

Sources:
 partiële herziening streekplan Zuid Limburg
 master plan by R.Dixon Speas and Associates
 information meetings as organized by the province of Limburg
 LIOF



The person who smiles when things go wrong has just thought of someone to blame it on.

A health poster in the maternity-ward of a hospital warned-
"The first three days of life can be most critical". Underneath someone had scrawled "The last three are pretty dodgy too".

The flight attendant told Groucho Marx that it would be alright for him to smoke his cigar if he did not annoy the ladies. He replied "I didn't realise there was a choice. In that case I'll annoy the ladies".

PILOT: Maastricht, at what FL was the DC 10 which crossed us at 5 NM ?

CONTR: In the first place it was a 737
Secondly it was about 1½ NM
Thirdly it was the fault of that ~~XfX\$E½~~ colleague on the adjacent sector.

" BA 234 are you VMC ?"

" Negative, why ?"

" Oh, I thought I might do a little gardening later".

" Maastricht, SR 789, can we turn left 15° to avoid buildings?"

"PA 1K, can you tell what the kilo stands for after your callsign?"

(20 seconds silence)

"Well Maastricht, as far as we can see kilo stands for the letter "K" in ICAO language".

?????

" KL 456 are you IMC ?"

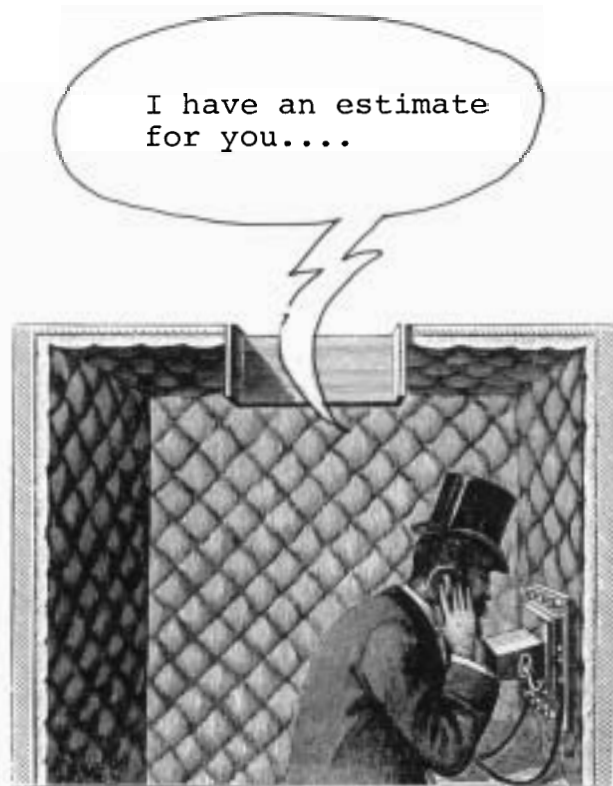
" Affirmative "

" Thank you, that's fine".

Heard on the freq. (22-3-1982):

-HF 262 why are you flying to Hamburg via cambrai and not via Montmédy ?

-Well, Maastricht, this is nearly a great circle route, but we will appreciate any direct routing.



RECTIFICATION

In our previous issue (Input 1981 no 4) we must apologize for not crediting the article "LOA talks" to Fred Le-Noble.

We also apologize for the slight error in text. Para.6 should read:" There were observers alright, one from the Dutch Guild and one from Eurocontrol Headquarters Brussels"