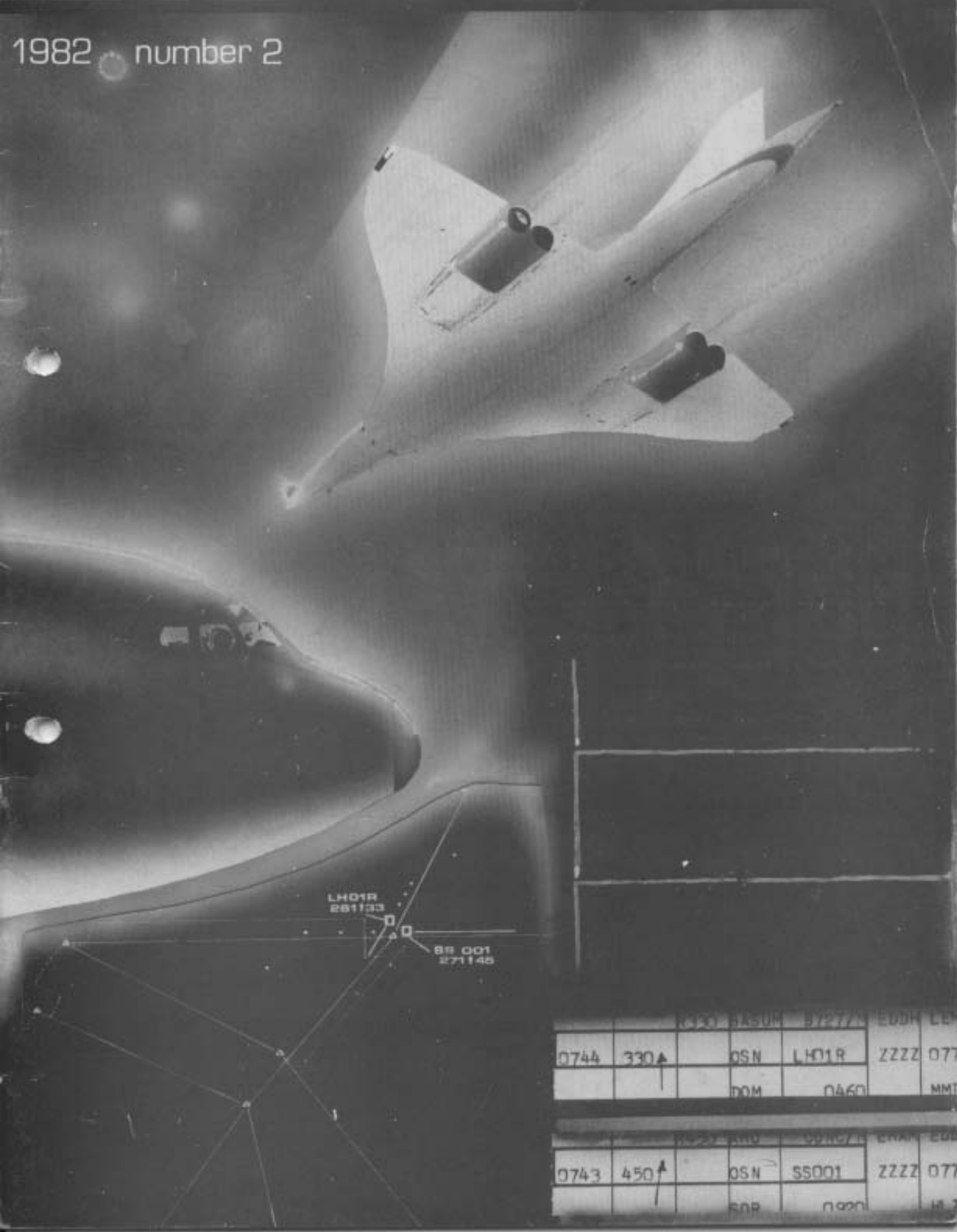


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# the magazine of the EUROCONTROL GUILD of AIR TRAFFIC SERVICES

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President's Message  
Poster: 1982 Fuel Economy Forum  
Travel Section Column  
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Puzzle  
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Editor: Jan E. van Belle, Staff writers: Norman Brown, Clemens Degenaar, Stewart Ralston. Guest writers: Jan Gordts, Philippe Domogala, Jan van Eck, Kees Scholts, Fred le Noble, Geoff Gillett, Roger Bartlett, Eurospéro, John Faesen. 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.

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Norman Brown

Jan E.  
van Belle



Clemens Degenaar



Stewart Ralston



Paul Hooper



Martin Germans

## ERS LETTER TO THE EDITOR

EGATS  
Input  
Postbus 47  
6190 AA Beek  
Nederland

Gentlemen

Re. current issue of INPUT

— Wonderful as usual.

We loved the "Yes, I've kissed  
an Air Traffic Controller"  
girl.  
Should you consider entering  
into the sticker business  
we would like to purchase  
some - say 20 for a start.

Sincerely

Bob Ruffle

Ladies,

— Sorry we did not make any  
stickers of that cartoon,  
should we ever do so then of  
course we'll send you some.

Should you ever go into the  
air traffic controller  
business we would consider  
a swap - say 20 for a start.



## OUTPUTOUTPUTOUTPUT

Hello Chums, here we are again.  
Not much humour in this one,  
so those of you not interested  
in technical rubbish we  
advise to skip pages 3 to 13  
No we don't give refunds..

This issue features the IFATCA  
conference. You know it, the  
annual binge for Executive  
Committees. Our lot even came  
back this time, perhaps if  
next year the conference could  
be held in Hawaii we could all  
have some peace and quiet.

Eurospero is featured once  
again and, in this issue, is  
actually identified. See  
if you can find his name. We  
warn you he may be rather  
cross with us if you can't.

You'll just love Roger Bee's  
puzzle, you may even like the  
prizes. We also received a  
rather amusing article from  
a technical gentleman  
entitled "Collapse", which  
unfortunately we could not  
publish for fear of our jobs.  
We may feature a watered down  
version in a future issue,  
possibly in 1983.

We at last found Clemens for  
his contribution, he was  
finally allowed writing  
implements in solitary con-  
finement. Ralston must be around  
somewhere, but he took offence  
to our reference to his teeth  
so we won't mention ever again  
those magnificent white  
shining things in his mouth -  
promise.

There you are, off you go.

## PRESIDENT'S MESSAGE

**J. Gordts**

Dear friends

Our Input spring edition is by tradition partly devoted to the IFATCA annual conference.

This year IFATCA chose to hold their conference in Amsterdam because the Federation was founded there 21 years ago.

Together with many others we therefore, wish to congratulate IFATCA heartily for its past and present achievements; we also include in these congratulations our friends of the Netherlands Guild of Air Traffic Controllers, who organized the conference in an impeccable manner.

The Dutch state Secretary of Transport, Mr. van der Doef- well known to us since his visit to Maastricht on 1-3-1982 - made a remarkable speech, in which he said that IATA had already announced 2 years ago that, on short European routes, ATC costs even exceeded those of fuel; furthermore he emphasized that 75% of the annual costs for the provision of AT services are personnel costs.

It has been our experience in EGATS that over the last ten years the national and international authorities  
\* have made massive investments to achieve the end product of our profession i.e. making safety in the air a guaranteed value, thus enabling aviation to expand and flourish.

In the first place the fuel crisis, followed by the economic recession, are provoking a decline in this

evolution and many ambitious projects may come to a standstill.

It is our duty and prerogative as a professional organization to make our know-how and skill available and try to participate in the restoration of aviation in general.

It will become necessary for us in the future to combine the notious safety and economy and see how we can apply them in our profession.

In doing so, notions of safety will make the vast investments worthwhile and we may eventually assist our friends in other sectors of aviation to overcome their difficulties.

These ideas, I hope, will inspire EGATS in its forthcoming activities. By its very nature EGATS will be able to organize initiatives on a European scale thus uniting various national parties with as a possible outcome a better understanding and a more efficient cooperation.

The political influences which continue to make the future of our Maastricht centre uncertain should not make us emotional; we must be confident that our association after 10 years of experience is well on its way to full recognition on all professional levels.

This recognition was partly confirmed by the fact that Eurocontrol Senior Management was present at the IFATCA 1982 Conference.

## TRAVEL SECTION COLUMN

The world and his wife now travel by air and it is amazing what they pack in their luggage - in particular, and often unknowingly, dangerous goods. What may be everyday, almost innocuous items at home are potentially dangerous in a pressurized aircraft thousands of feet up in the air.

A passenger's case blew up as he approached the final gate at Heathrow's Terminal 3. He was carrying a box of toy pistol caps which ignited. Two of the airline's staff received minor injuries.

Eight incidents were reported in 1979 of fires which occurred during the loading or unloading of an aircraft. They were all caused by boxes or books of matches in passenger's baggage.

In 1979, a loader smelt gas when he was loading baggage into an aircraft. It was traced to a container of camping gas which had been packed in a suitcase complete with its burner. When the airline staff asked the owner of the case to identify himself, five people stepped forward. Four more camping gas containers were found in bags waiting to be loaded onto the same aircraft.

Thermometers and barometers contain mercury: the frames of aircraft are made of aluminium. Mercury and aluminium have an immediate and violent corrosive reaction on contact with each other. If a thermometer breaks in transit, its escaping mercury can cause a great deal of damage to the aircraft and may even put its safety at risk.

One airline had to pay over £250,000 to repair a damaged aircraft after a consignment of mercury leaked.

### Dangerous goods - The law.

Air passengers are as bound by law as any cargo shipper or freight agent. Legislation on the carriage of goods by air applies to everything from hand baggage to a cargo consignment. Recently, a passenger was prosecuted and found guilty of taking bottles of electrolyte into the passenger cabin of an aircraft. Electrolyte is an acid used in car batteries and for other purposes. It corrodes all metal that it contacts.

### What you MUST NOT take on an aircraft.

#### Explosives

fireworks, flares, toy gun caps

#### Compressed gases

aerosols, filled or partly-filled aqualung cylinders, gas-cylinders

#### Flammable liquids and solids

lighter fuel, non-safety matches, paints, thinners, fire-lighters

#### Oxidizers

some bleaching powders

#### Organic peroxides

some types of solid hydrogen peroxide

#### Poisons

arsenic, cyanide, weedkiller

#### Irritating materials

tear gas devices

#### Infectious substances

live virus materials

#### Radioactive materials

medical or research samples which contain radioactive sources

#### Corrosives

acids, alkalis, wet cell type car batteries, caustic soda

#### Magnetised materials

magnetrons, instruments containing magnets

Other dangerous goods  
quicksilver, instruments  
containing mercury, creosote,  
quick lime, oiled paper

#### What you CAN take on an aircraft.

Duty-free purchases of perfumes,  
wines and spirits and tobacco  
goods.

Medicinal or toilet articles,  
such as hair sprays, deodorants,  
perfumes, after-shave, or  
medicines, either in the hold  
or in cabin baggage, where  
each single container does not  
exceed 1/2kg or 1/2 litre and  
the total of all containers  
does not exceed 2kg or 2  
litres.

With the approval of the airline,  
small oxygen cylinders for  
medical use and small carbon  
dioxide gas cylinders worn  
to power mechanical limbs.

Up to 2½kg of dry ice when  
used to pack perishable goods -  
as cabin baggage only.

Personal smoking materials  
carried by the passenger or  
in cabin baggage, including  
gas lighters containing  
liquefied petroleum gas, but  
excluding lighters with  
flammable liquid reservoirs

(that is, where the lighter  
fuel is not absorbed on any  
material such as cotton wool)  
and any type of liquid or gas  
lighter refills.

Up to 5kg of small arms ammuni-  
tion for sporting purposes -  
with the approval of the airline  
and as hold baggage only -  
providing it is securely  
boxed and does not include any  
explosive or incendiary  
projectiles, both of which  
are totally prohibited for  
carriage by air.

You may be allowed to take with  
you items defined as "dangerous  
goods" providing the airline  
is told in advance and the  
items are in suitable quantities  
and packed specially for  
carrying in the hold of the  
aircraft. If you wish to  
take such items, seek the  
advice of the airline first.  
A list of dangerous goods and  
the requirements for packing  
for shipment by air are  
given in the publication IATA  
Restricted Articles Regulations.

from British Airways  
Air Safety Review 1982

Scoops' reply.

What you definitely should  
not take on board an aircraft.

1. Other aircraft.
2. A wild elephant or several  
tame elephants.
3. A wild rhinoceros or  
several tame rhinoceroses  
~~reases ri russer~~.....hippos.
4. Your wife (especially when  
travelling with a or b below).
5. 50 British football  
supporters.

What you may take on board  
an aircraft.

- a. Raquel Welch.
- b. Raquel Welch.
- c. Pocket parachute.
- d. Janes All the Worlds'  
Fighting Aircraft recognition  
book.
- e. This magazine in a plain  
brown wrapper.





Philippe Domogala   Jan v. Eck   Kees Scholts   Fred le Noble   Geoff Gillett



For most Guild members, attendance at the annual conference is not possible and even the purpose of such a gathering may be unknown. In order to eliminate the idea that the objective is to enable a privileged few delegates to enjoy themselves in some exotic place, let it be known simply,

that the objective of the annual conference is to determine policy in regard to:

1. The furtherance of safe and efficient air navigation
2. The protection of our common professional interests.

Clearly, these two objectives



embrace the whole spectrum of ATC work and so did the 1982 conference, held in the RAI congress centre in Amsterdam, with delegates from sixty-two countries, where the Association had had it's birth, twenty-one years ago with only twelve delegations.

One of the aspirations that we in ATC have long striven for, is recognition as professionals in our field of aviation and the fact that His Royal Highness Prince Bernhard of the Netherlands, should honour us in opening the conference, is surely an indication of progress in this direction. In his opening speech, His Royal Highness drew attention to the increasing involvement of the air traffic controller in airline economic efficiency and the requirement for controller specialist input in system and equipment development.

The work of an IFATCA conference is divided into three working groups:

Committee "A" -

Administrative matters relating to membership, finance constitution etc.

Committee "B" -

Technical matters, IFALPA, ICAO etc.

Committee "C" -

Professional, recruitment, training, legal etc.

EGATS representation was as follows:

"A"-Philippe Domogala and Kees Scholts

"B"-Geoff Gillett

"C"-Fred le Noble and Jan v.Eck

Since for two of the delegation, it was their first conference, it was decided that Jan v.Eck would provide assistance where it was needed. Kees Scholts would provide his secretarial expertise, whilst specialising on more personal and public relations outside office hours!

The overall coordination, planning and management of our team was the responsibility of Philippe, whose unmatched enthusiasm, knowledge and energy for IFATCA affairs, was again demonstrated. However, the agreed policy for IFATCA 1982 was one of "low profile" and it worked quite well.

Highlights from Committee "A"  
(Chairman Mr. A. Tilroe, Canada)

Public Relations will in future be handled entirely by the EB and the Editor of "The Controller".



There appears little change in the ATC situation in Brazil. Good preparatory work done by Mr. Domogala will be taken over by Venezuela and the Regional Vice President for South America.

A proposal that IFATCA conference be bi-ennial was accepted, with the EB to make proposals in 1984.

Concerning PATCO affairs, many questions remain unanswered and Member Associations (M.A.'s) will be questioned to evolve methods of assisting each other when in difficulty.

Three new M.A.'s were admitted, Japan, Tanzania and Trinidad and Tobago.

An application by the U.K. controller's union, I.P.C.S. was rejected as out of order. It was unfortunate that no vote was taken, since this could have been a clear indication of a non-militant policy within IFATCA.

#### Elections:

Messrs. Henschler (President), Grezet (Treasurer), Sermijn (Vice Pres. Professional) and Enright (Vice Pres. W.Europe) were elected.

No increase of IFATCA fees would be considered until 1983.

It was proposed that M.A.'s should try to stimulate more interest in "The Controller" and to try to obtain advertisements.

#### Highlights from Committee "B"

Many technical working papers had been studied prior to conference. Eurocontrol management representatives were present as observers, hopefully an indication that the work done by EGATS is being recognised as having benefit not only for our profession generally, but also for the Agency.



Information on Central Data Bank development was made available to IFATCA and the importance of a centralised Air Traffic Flow Management concept and of participation in ICAO Flow Meetings, were stressed by EGATS.

Developments in Mode S and IFATCA involvement in ICAO panels for Collision Avoidance and Radar Application, were recognised and representation assured.

It was made known that problems of ambiguity and of callsigns exceeding seven alpha-numerics, were still occurring. The longlasting subject of the blockage of R/T frequencies was again raised. (I understand that the Collins company is now fitting an automatic cut-out device for some light aircraft transmitters).

A formidable work programme evolved and the Dutch Guild will assist the U.K. in its execution during the coming year, on a trial basis.

#### Highlights from Committee "C" (Chairman Mr. Daniel, Israel)

An early retirement programme should be evolved for controllers, with a second career possibility, as part compensation for a loss of licence. Pensions should be arranged so that benefit should not be less than that earned, if service had continued to normal retirement age.

Member Associations should approach their administrations to establish a regular ophthalmic examination scheme including a written report.

That the development of aptitude tests and the presence of a suitably trained psychologist, familiar with ATC aspects, should be encouraged during the re-



cruitment of controllers, was adopted as policy.

Under the heading of legal matters, discussion on controller intimidation and accident/incident investigation took place.

A proposal by the EGATS delegation, that a working paper, be the basis for IFATCA policy on this subject, to be finalised at conference 1983, was accepted.

EGATS wished it to be recorded that Mr. Enright (Luxembourg) be thanked for his work in Committee.

#### Technical Panel

An important part of every IFATCA conference is the part played by the Technical Contributors to the aviation industry, in the field of ATC. Not only their technical

input is important, but their sponsorship of lunches, social events etc., make a conference of more than 600 people, both socially enjoyable and financially viable.

During the course of this five day event, a forum on technical matters was held, where the Corporate Members of IFATCA make presentations on ATC equipment etc., followed by a Question and Answer Session.

The presentations were extremely interesting and informative and the panel, including such well known names as Messrs. Jorgenson and Field, provided a wealth of expertise and experience, to respond to technical questions.

But, Dear Reader, IFATCA conferences would seem to have a lighter side! Your EGATS team had been firmly instructed by our Director Philippe, to rendezvous daily at the end of the working sessions, in our room in the Novotel. (Only two of us stayed there, in the interest of economy). On one particular evening, at the end of debriefing, we all showered, shaved, shampooed etc., in the hotel room, prior to going out for a meal. We were something of a strange sight, had anybody, entered the room at that moment. Five males, of mixed nationality, cloistered together in various degrees of nakedness. Our man Philippe duly entered the shower, switched on the taps (light pressure) and proceeded to be attacked from all directions and in all painful places, by the shower spray attachment, which flew off its hook and thrashed around like a demented snake. So strong was the water pressure, that the plaster came off the ceiling of the bathroom. Of course, being rather a modest



Frenchman, he had closed the door, so initially only his screams were heard. Only after our entry into the disaster area, was the situation fully understood. An informal medical board confirmed, however, that Mr. Domogala was fit for further night duties.....

On a more serious note, it became known, as far as we understand, that the Jugoslavien controller Mr. Tasic, will be compensated by his Government for losses incurred, during his imprisonment.

An opportunity was taken to discuss the European ATC scene with the Chairman of the IFALPA ATS Study Group, Captain Sansalone of Alitalia.

With more than 16.000 hours of flying, he expressed much satisfaction with ATC service in the Maastricht Area. He said, "Desk workers do not always understand your problems." He added that a single European Authority responsible for the airspace from FL200 upwards and a reduced number of ACC's would be the answer to an improvement of system capacity. These too were the views of IFALPA.

In his closing address, the President of IFATCA said that between the controller and the airlines existed an area of non-understanding. Here is the eternal challenge of a communications gap.

The closing session was also addressed by Mr. J. Smit Director of ATS and communications, The Netherlands, during which he suggested that we might have room for a degree of modesty in our take-home baggage, a message worthy of consideration.

How then to sum up a week of activity, preceeded by thousands of man hours of voluntary effort, in a word - success. The lion's share of credit must go to the Dutch Guild, whose organisation was first class. For those of us delegated with the task of presenting the EGATS case, it was a week of hard but pleasurable work. To those colleagues who follow us to Split in Yugoslavia, for the 1983 IFATCA Conference, may we wish you, all the best!



Now for the brains among you (ha! ha!)

## A PUZZLE FROM :



Prizes: 1. one night shift on team "A"  
 2. Two night shifts on team "B"  
 3. Three days tied to a chair in the typing pool.

Good luck you'll need it.

---

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X	N	I	C	E	L	A	N	D	A	I	R	Z	J	J	J	L	O	T	C

---

Hidden in the above letters are 18 airline companies.  
 They are written in various directions, even backwards.

Good hunting.

Next issue: Airline manufacturers.

## APPLICATION TO HEADQUARTERS

by eurospero

There was quite a crowd waiting outside the Pearly Gates that morning. St. Peter was processing the candidates with the help of his data printouts. "Next, please", he said and a relatively young (for heaven) type stepped forward.



"Ah, good morning Smith - we were not expecting you just yet, but now that you are here, go ahead and state your entry qualifications".  
 "Thank you - er Sir, well I'm forty four, married with two children and work in A.T.C.,

or at least I did until this morning when I had the cardiac arrest."

"I have always been kind to animals, fairly generous to charity and regularly attended church for births, deaths and marriages."

"Yes, yes, said St. P. we know all about that from central records, but what about your work - there's not much demand for controllers up here."

"Apart from an occasional space vehicle, there's only the cherubim and seraphim floating about with their harps."

"Their anti-collision halos shine like h..., er hmm, what I mean is they operate on a 'see-and-be-seen' principle."

"But I've always been safe and expeditious, though I had an airmiss once, which I did not log," said Smith.

"Ah, yes, you lost points for that and the records show, that on three separate occasions, you made a rude sound on the R/T, following a transmission by a lady pilot."

"Furthermore, you falsified fifteen medical licence examination forms, spoiled the stats. count by destroying several flight progress strips, demonstrated blatant nationalism in giving preferential flight levels to your State airline and lurked too long in the toilet whilst colleagues were waiting for you on a busy sector."

"Finally, you were grossly rude to Paris on the telephone, though, of course we do not deduct points for this, since you were only human after all."

"I confess, that is all true but I did get that emergency safely down through heavy

traffic, when he lost pressurisation at flight level 350 - it wasn't easy you know."

"Yes", said SP, "we took that into account since, although you did not know, medically speaking, it contributed to your early arrival up here." "But you over-did it a bit when pleading the headaches and you used your function of training officer as an ego-trip device." "To be honest- it's the rule here- I do not think your case is justified," said SP. "We could send you back as an expert but you do not seem to have sufficient belief in your own infallibility, to meet their requirements."

Smith was clearly surprised and in the tradition of his upbringing blurted out, "But I am British you know.."

"That does not count up here," replied SP, "we do not make any special provisions, not even for hunger strikers."

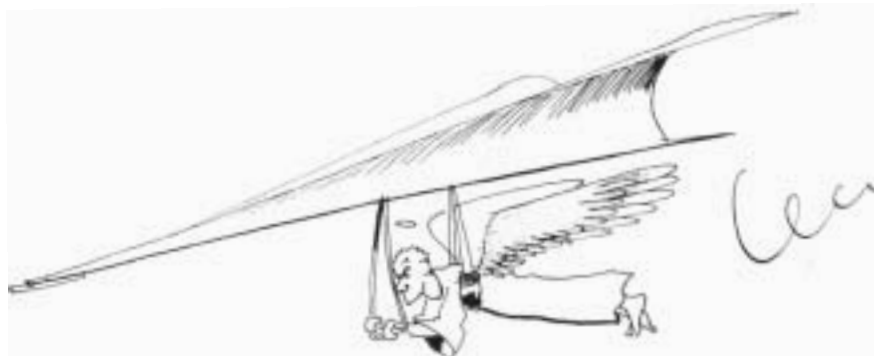
"They tend to arrive in groups and consume everything in sight."

"Last year we ran out of milk and honey three times in one week."

So that's it - I'm sorry but we cannot admit you, said Saint P, "but when you reach the other place, you will probably be much happier."

"The place is full of ATC types just like you and it's amazing how such an international group can exist so happily together."

"Next, please."





## EGATS TECHNICAL COMMITTEE COLUMN

by john faesen

### Information File

Details of the Technical Committee activities, such as copies of the correspondence can be found in this file, proposals for modifications are also included to enable ops. room staff to discuss and evaluate such proposals.

The file also serves as a record of the work of the Technical Committee in general.

### Flight Magazine File

The TC has been of the opinion that for the benefit of the ops. room staff this weekly magazine should be made available.

A special binder has been introduced and we hope that you will keep it in order.

### Projects in progress

#### Deviation line auto update

In progress, more information in the near future.

#### Label content proposal (EFL/NFL)

Still under discussion in Ops. Division.

#### Ashtrays and Map display

The ashtrays adjacent to transmitter switches will be

removed and replaced by movable ones.

In addition we are working on a standardised format for the display of map and other info under the perspex.

#### Discussion paper on R/T blocking and proposal to change callsign of Maastricht

Following internal discussion no further action is contemplated.

#### Upper-wind presentation

Discussion has been started in order to present more accurate upper-wind info to the respective operational sectors.

#### CCTV

The TC is looking into a more adequate distribution of information presented via CCTV.

#### DAI

Negotiations have been started to connect the Brussels OLNO Sector with Lippe and Ruhr Sector.

Finally, although many improvements have been achieved the Technical Committee is hoping to continue its work. Nothing can be achieved without the support of you, support in the form of suggestions, advice or even your contribution in one of the working groups of the TC.

# SPORTS PAGE



## EUROPEAN CONTROLLERS' CUP 1982, DUBLIN

by Kees Scholts

The Maastricht team consisted of 14 players and one tourist; Tony Weymes, now living in Ireland, joined us for some matches.

After the negotiations Jan van Eck had with Danair there were no further problems with travel arrangements. Our compliments to Danair Services.

We had some good results on the first day. We beat London Airways 'B' 2-0 and drew one all against Brest. Tuesday evening was priceless with lots of fun. The next morning we had to play Rome, a match with a lot of talking (Italian) and two yellow cards for

them. We drew that match 0-0 after a defensive game.

We ended this first round with four points in our group and continued, in the next round, to play Canaries which we drew 0-0, and Paris which we lost 1-0. We also lost our match against Bremen by one goal, but then we won a very friendly and good game against Belfast Aldergrove by 3-1.

We finished up eleventh out of twenty-six, which was the highest we have ever reached and was a very good result for us. The finalists were London 'A' and Rome, which London won 1-0.

As a first time observer I noticed that Manfred Grebien's heading, the quick rushes up front of Danny Grew and Lou Prevot and last but not least Detlev are invaluable to the team. Of course I cannot forget all the others without whom the field would have been empty and of course the others could not have performed either.

The party on Thursday night was very nice with good music lots of pints and Dublin girls who showed up by the dozens.

The organizing committee deserves a compliment for all the work done, everything ran smoothly. All in all a very nice week but too short of course. I hope that the interest of our staff in football is growing again so that next year we have enough players on the field in Vienna and many guys and girls along the sidelines to cheer our team along.



## BREAKS AND BREAKLISTS

by clemens degenaar

Breaks form an important part in the daily routine of the working day.

The intention of these breaks is to bring a period of spiritual as well as physical relaxation after a somewhat longer, spell of pressure of work, to permit the "re-loading of the batteries".

However, the result of such a break can often have the opposite effect, depending on the manner chosen by the individual to use his break.

Even in the planning phase the breaklists can form an emotional high point, and give rise to heated discussion between all concerned.

The actual planning of the breaklist always requires from the "planner" an apparent sense of equality and fair treatment whilst providing maximum relief for each person involved, not least himself. Therefore, the provision of an acceptable break plan clearly demands a kind of peasant cunning which is not a gift possessed by all.

In case this capability is not part of the planners character then he will have to fall back on sheer weight of authority. In view of the fact that the planners often don't have the necessary air of authority there is nothing left for it but to attempt to disguise as far as possible the many faults and inequalities which undoubtedly exist in his plan and which will quickly become obvious under the scrutiny of his "victims". In spite of

any effort on his part to do his best there will always be another present who could have done it better.

After completion of the breaklist the maestro must never show any indication of lack of confidence in his creation by, for example, remaining behind his desk and glancing at the plan from time to time. There are those who observing this timidity will begin an attack immediately without even familiarising themselves with the contents.

The importance of the moment and manner of presentation cannot be emphasized too much. We once had a team leader who kept his plan in hand and went along the row behind each controller in turn calling out the limits of his break. Behind each working position he would hold his silence for a few moments to build the tension before rapping out the word "long" or "short", by which time the controller in that position heaved a sigh of relief even when he got only a "short" break. This method had two great advantages, firstly being shouted at from behind is intimidating and it requires real courage to question decisions delivered in this way, and secondly it made comparison difficult requiring a lot of practice before you could carry all the "longs" and "shorts" in your head and spot the inequality. Others who attempted to copy this method failed by saying "short break" in a slightly apologetic way and were immediately set upon and had their breakplan snatched from their trembling fingers and

destroyed on the spot.

It is rumoured that some team leaders so enjoyed the tactical challenge of breaklists that they attempted to introduce something of the sort in their own homes. This appears to have been a failure judged from the letters received from various wives complaining about the infrequency of "block breaks".

A much favoured tactic is for the planner to complete the breaklist and go immediately for a cup of coffee in the canteen.

However, not only the content of the breakplan is important for the planner, but also the way in which he spends his own break is subject to close scrutiny.

His teams' belief in the trustworthiness of the whole project can be easily undermined by any "unusual" activity of the planner and, for example it seems to be impossible for a planner who is also a card player to escape the label of an "ill-intentioned fixer". His breakplans are checked with the greatest suspicion and are either silently approved or immediately destroyed. Indeed it sometimes seems that if the non-players don't have some compensatory advantage they suspect something fishy about the whole affair.

Every planner has thus a multitude of problems before he even begins on his own rest period. For those who play cards the break often forms the emotional peak of the day, which theoretically could lead to the need for a break after the break. This aspect seems to have led on one occasion to one enthusiast on his return to the "boards"

collecting all the planning strips, shuffling them thoroughly and dealing them out to cries of "gesund, gesund".

Now the card players can relax in the knowledge that they are, by far, not the only group of individuals who "survive" a so-called rest period. For example one is continually bumping into sweaty semi-athletes dressed in the latest sport fashions who appear to be desperately in need of a prolongation even of a "long" break.

I see no particular danger in this, in fact it would be more worrisome to find our colleagues in some obscure office wrapped in cobwebs due to lack of movement.

This leaves three groups to deal with; the muddy shoes and trousers group who leave a trail of little pools of muddy water throughout the building, the blue-chalked fingers group, and the over-excited discussion non-active canteen sitters.

The muddy fellows are the strollers who in spite of wind and rain, seek relaxation along the farm by-ways around our Centre. Mostly of the nature loving types, these gentle souls are stricken often by one of nature's common but less welcome phenomena, namely the spray flashing through the air from a car driven, usually too fast, by a friendly waving colleague, through a 30cm deep puddle. With clenched teeth they continue their "relaxing" walk.

The blue fingered brigade are the billiard players, who are blessed with a table the size of which means that the balls are the same size as the table tennis balls, in use in the next room. A practical

joker, who switched balls on a few occasions has led to a couple of near nervous breakdowns. Some billiard players have been so-"relaxed" after their break that they had to be refused entry to the Ops. Room, till they'd cooled down.

And finally the eternal "canteen experts". They spend their complete break in the canteen and are among Harry's best customers. Everything they say has been said many times before, but that doesn't

stop the word deluge. Often this friendly exchange of opinions and ideas leads to a heated exchange which can hardly be good for the mental rest of the contenders. A lot of the discussion focuses on the future of our Centre. In case the bleak pessimism to be heard on this topic upsets your faith in the future console yourself with the thought that whatever happens the future will come as always one day at a time.



...THESE BALLISTIC FLIGHT PROFILES ARE SLIGHTLY UNCOMFORTABLE TO THE PASSENGERS, BUT THEY ARE VERY ECONOMIC!...

## ATC HOLIDAY EXCHANGE PROGRAM

Dear Fellow Controller:

Do you sometimes wish you could be on board the aircraft you control day after day? Have you discovered a moderate holiday for two weeks costs up to \$3,000.00? Let me propose a program that can, for less than the price of one good meal, substantially reduce your travel costs and help make a very good vacation.

For several years now, I have been trading vacations, or trading my home for vacations and have been helping others do the same. Interest in these types of exchanges have been growing world wide, and there has been enough interest shown by people working in Air Traffic Control to maintain our own program.

What is the program?

I am maintaining a (soon to be computerized) central registry of controllers and pilots who wish to:

- 1) Trade homes for vacation period.
- 2) Stay with others during a vacation, and return the favor to their hosts.
- 3) Rent accommodation to people they enjoy meeting.
- 4) Travel around and perhaps stay a day or two here and there, but who really can't return the exchange.
- 5) What have you?

Why should I join?

- Reduce or eliminate hotel and restaurant costs.
  - Perhaps arrange for airport pick-up and drop off.
  - Minimize wasted time - get advice on what is worth seeing and doing.
  - Get a local view of the country you are visiting.
  - Chance to meet others in your profession. Exchange views and ideas and make new friends.
  - Feel more secure. The governments have already checked out your fellow controllers for security reasons - we're a pretty trustworthy bunch.
  - You can relax and enjoy your vacation time because you won't have all the problems to contend with that an unknown area offers.
- If enough interest is shown, we can purchase our transportation at a discount.

How does the program work?

Members will be kept informed by a newsletter published quarterly. Individual address lists will be kept confidential, but an update will be given listing locations and types of exchange offered. Vacation ideas, airfare bargains, and résumés on different countries and cities will be published. All members are invited to contribute to the newsletter, which will be published in English.

Once you have decided where and when you wish to travel, write the central registry listing all the pertinent details and what type of exchange interests you. You will be matched with others requesting a similar arrangement, and the fact sheets that you fill out will be exchanged. You then choose the ones that interest you and write them directly or make arrangements through the central registry. Think of it as an international stock exchange - the only difference is we exchange vacations with others in the aviation industry.



How much does it cost?

- 1) Membership with all privileges for one year:  
\$20.00 (US) or \$25.00 (Cdn.)
- 2) Registration of accommodation for rent only:  
\$10.00 (US) or \$12.00 (Cdn.) - eg: apartment, room, cottage,  
motorhome, etc.

Funds are listed as U.S. or Canadian, as U.S. currency is readily available worldwide. Equivalent funds by cheque will be accepted.

Any member not requesting a travel exchange during the year, can register the following year at half price.

How do I join?

Fill out the Fact Sheet and mail it with a cheque or money order to:  
Reg. Johanson, Box 344, R.R. #1, Hudson, Québec, Canada J0P 1H0,  
or contact Ph. Domogala.

**FACT SHEET**  
(Please print clearly)

Name: \_\_\_\_\_

Occupation: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

(Telephone)

Work location: \_\_\_\_\_

Place(s) you wish to visit:

Dates:

1) \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

2) \_\_\_\_\_

3) \_\_\_\_\_

3) \_\_\_\_\_

Service requested:

For how many people? \_\_\_\_\_

☐ Home exchange

☐ Vacation exchange

☐ I wish to rent or exchange the following (please circle):

Room; Room and kitchen facilities; Bed and Breakfast; Cot-  
tage; Motor Home; Other(s): \_\_\_\_\_

\_\_\_\_\_

☐ I have the following accommodation to offer:

\_\_\_\_\_

\_\_\_\_\_

Cost: \_\_\_\_\_/day; \_\_\_\_\_/week

Dates available: \_\_\_\_\_

\_\_\_\_\_

Comments:

\_\_\_\_\_

\_\_\_\_\_



## EGATS MEMBER FINDS APPRECIATION IN SOUTH AMERICA

With reference to the situation in Brazil (see article in "The Controller") a follow up working paper was presented to the IFATCA conference in Amsterdam by Ph. Domogala.

The situation in Brazil for the civil controller is still far from ideal and a lot of work still has to be done. IFATCA accepted a recommendation to inform airlines about the situation in Brazil and that M.A.'s should ask for information about the civil controllers in Brazil from the Brazilian Diplomatic Representation in their country. Also a note of support to the Brazilian civil controllers would be appreciated.

The work started by Philippe has been taken over by the RVP South America and Venezuela. The preliminary work done by Philippe was so much appreciated by the RVP and Venezuela that they offered Philippe the honoury membership of the Venezuelan Association ANTTA. After a short ceremony and speech by Mr. Louis Moralis, president and the hearty congratulations from Sr. Ruffo Navarro and Mario Salazar, the RVP south America Philippe received the Golden Pin belonging to the Honoury membership. After that there were some drinks in the bar of the Novotel. Congratulations Philippe.