

INPUT



the magazine of the EUROCONTROL GUILD of AIR TRAFFIC SERVICES

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PRESIDENT'S MESSAGE

— by Jan Gordts —



Our INPUT Magazine is probably the best medium to publicise EGATS' ideas and activities. Throughout the years, this edition has reached a high professional standard but the members do not always realise that such results can only be achieved, thanks to the efforts of a dynamic editorial team. During 3 years, Patrice Béhier has been leading the editorial staff of INPUT with skill and enthusiasm but has now decided to cease these activities.

It is with regret that we have to say "Au Revoir" to Patrice and wish to thank him for a job well done. At the same time we are pleased and relieved that we can say "Welkom" to the new editor, Bob Van der Flier.

Bob is an old-timer in EGATS, as a former E.B. member, he was instrumen-

tal in the drafting of our constitution and has often offered his assistance in various EGATS initiatives. I am confident that he will successfully continue Patrice's work.

The E.B. has recently reviewed the aims and the function of INPUT and we must conclude that more support from the members is needed, especially with regard to the supply of new publication material: articles, photo's, etc...

We sense that there is probably a vast source of such information amongst our members and would welcome more and regular contributions.

MERRY X-MAS AND HAPPY NEW-YEAR

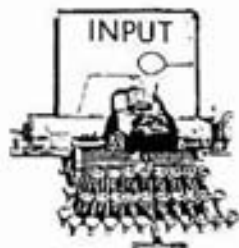
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EDITORIAL

by Bob van der Flier

In this, my first editorial, I would like to express my appreciation for the good hand-over, which I received from Patrice. It is quite something to see all the ins and outs necessary to produce only one issue of INPUT. Therefore it is pleasant to know that Patrice is still available to answer questions if there are any. Thanks Patrice.

As the new editor I do have certain ideas about the contents of our INPUT Magazine (new brooms ...).

First of all, this is a magazine for you, the members of EGATS. It is

And therefore, you too are kindly invited to write a story. Maybe about the place where you are presently reading this issue of INPUT or about your world of living and working. Please feel free and invited to spend a little effort and feel welcome to add something to our knowledge.

Dear readers of INPUT, only with your input, we can output a high quality of INPUT!



the EGATS magazine!! Therefore INPUT should contain articles about EGATS, about its members and their activities or interests, about (European) ATC and/or aviation in general.

Now having said that, who can better be writing articles than YOU, the readers yourselves? All of you are kindly invited, or rather strongly urged to take a pencil and drop a few notes. Things which happened at the sectors, on the frequencies or elsewhere. Or, any reaction on published articles or even reactions on whatever you feel good to react upon. In other words, I think that INPUT can only be interesting for you when the content is recognised by you as reflecting the (ATC) world you live in. Thus, let us have your articles. We cannot always depend on reprints from others.

So far so good about us, but there is another group of highly interested people wherever in Europe or elsewhere in the world - we highly appreciate your interest in our INPUT Magazine.

EGATS
 annuel
 general
 meeting
 8th march 1989
 AlteA Hotel ***

EGATS MEMBER HONOURED



During the 1988 IFATCA Conference in Rio de Janeiro, Ted McClusky, long standing member of EGATS and the UK Guild, received the IFATCA Scroll of Honour, in recognition of his 25 years of service for the Federation. (See INPUT 1988/2).

The photograph shows Ted (left) accepting the Scroll from IFATCA President Mr. Erik Sermijn.





FAREWELL BRUNO !

by Guenther Niemz

Many things happened during the month of September this year. But certainly one of the highlights was the farewell party held on the retirement of our comrade, colleague and long standing member of EGATS Captain Bruno Tausch, for which, he invited A L L who are working within Maastricht Centre.

It was not the first retirement in the Maastricht "Cell". Some of our civil colleagues left for a well deserved retirement before. But, indeed, it was the first retirement of a military Air Traffic Controller of the Maastricht Centre.

This was reason enough to spend for this occasion a special "Mark". With him, Bruno Tausch, working at Maastricht since 1975, a long standing member of EGATS and well known to most of us, left a full blooded Air Traffic Controller - and one of the last "Originals". Everyone, civilian or soldier, knew, that Bruno Tausch, with his famous - and sometimes, notorious "Berliner Schnauze", had for everyone and everything the right quip. He was not that kind of "professional Berliner", who, just to defend a certain reputation, thought he has to give his opinion about everything. Mostly his words were from heart and soul. For his farewell party it seemed to be necessary to do something that befitted his reputation. All his old comrades, those who belonged to his crew when he joined the Air Force in 1955, were invited - and many of them came. So did General Görlitz (General in Command of G.A.F. Communications and Electronics Command), who remembered Bruno very well.

The celebration started with a line up of the members of LIPPE RADAR (and guests) in front of the flags next to the LIPPE Officers' Mess followed by the lowering of the colours. A speech by the Commanding Officer, Lt.Col. Faber, covering Bruno Tausch's time in the service, closed this part of the celebration. The low pass of two Netherlands F5s followed by a British Tornado gave this ceremony a special touch. Bruno Tausch especially could not hide his feeling and was really touched by this moment.



Bruno, the Knight.

But this was not all which was prepared for this special occasion. It continued inside the Officers' mess.

After the speech by the supervisor of Bruno's team, Geoff Gillett talked to the audience on behalf of EGATS, thanking Bruno Tausch for his work done during his years at the EUROCONTROL Centre and said many words of appreciation for his personal efforts for Air Traffic Control matters and unflinching attempts to improve the relationship between all parties of Maastricht Centre. He recalled the



Presentation of the EGATS plaque by EGATS Vice-President Geoff Gillett

year 1975 when Bruno Tausch, as "course leader" led the first GAF "conversion Course" at INSTILUX in Luxembourg and often had very "close" contact to the instructors, one of whom was Geoff Gillett.

He knew many anecdotes from that time, some of which he retold to the audience. For the occasion of his retirement on behalf of EGATS Geoff Gillett presented Bruno Tausch, with an EGATS plaque, with the request to keep this in remembrance of good times at EUROCONTROL. A short time later, the soon to become pensioner was called outside again.

An aircraft was circling right above the building, towing a banner, displaying the words "T S C H Ü S S B R U N O". He was obviously touched by this display as he looked in the sky.

Since everybody knew his enthusiasm for the old knights - he had shown it very clearly during a team-trip - he was dubbed "Knight Bruno", by General Görlitz that evening.

So it continued until the early hours of the morning in an unrestrained spirit. And everyone present could rightly say with feeling:

T S C H Ü S S B R U N O

GARDENCENTRE -
LANDSCAPE GARDENING -
LAYING - OUT AND MAINTENANCE

arthur speetjens

FROM OWN NURSERY:

- Conifers, all types
- Shrubs and climbing plants

EXTENSIVE ASSORTMENT:

- SODS
- All types of heather
- Roses

LAYING-OUT OF TERRACES:

- Peat, manure and fertilizer, etc.
- Gardenhouses
- Greenhouses
- Renovation of existing gardens
- Plowing and harrowing



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EUROPEAN ATC, TOO RESTRICTIVE?

by Bob van der Flier

This summer has revealed that there is an air traffic problem in Europe. Not only are air traffic control personnel, airline-crews and passengers aware of this but now, as well, the ministers of transport in Europe realise that something has to be done. What is the problem?

Let's go back to the IFATCA conference earlier in 1988. Amongst other subjects, Standing Committee B dealt with an ICAO report from the Airspace and Traffic Management Group (ATMG). The general tasks of this Group can be described as reporting and making proposals about the improvement of Air Traffic Management in Europe. This includes air traffic control, air traffic flow management and airspace structure. This year the ATMG dealt with, amongst others:



- handling of the recommendations from the regular ICAO Flow Management meetings,
- making proposals on the improvement of the European ATS system, such as introduction of International Transit Routes and a reduction of longitudinal separation to 20 NM.
- monitoring and evaluating the work of the Eurocontrol Central Data Bank,
- improving and further developing Air Traffic Flow Management,
- solving the problems concerning the replacement flight plans (Q-plans).

Members of this ATMG are representatives of the civil aviation authorities of the different countries in Europe, together with representatives of IATA, IACA and IFATCA. This Group

reports to the European Air Navigation Planning Group (EANPG), who in turn can approve these recommendations to make them official ICAO policy.

The report of the ATMG, which was discussed at the earlier mentioned IFATCA conference, reads that considering the increase of traffic in 1987 together with the expected growth of traffic in the years to come (think of "1992"), the ATMG anticipates that it will not be possible to cope with this expected increase of traffic. In other words the saturation level has been more than reached. Therefore, ATMG proposes to improve the regional planning methods and working procedures of ICAO in such a way that fast and adequate reactions on the consequences of the growth of traffic are possible. More cooperation should be emphasised. In other words: ICAO should improve its own functioning in Europe.

The increase of capacity should have the highest priority.

How can this increase of capacity be achieved?

There are three different fields to work on:

- personnel;
- equipment;
- airspace and route structure.

**don't
forget**

(WRITE IT DOWN!)

**NEXT COPY
DEADLINE:**



3 MARCH 1989

Personnel

The amount of (well-trained and motivated) personnel has to be increased. In addition, the working conditions and the social conditions of ATS personnel should be of such that labour disputes and union actions will cease. Otherwise, any increase of capacity would have no effect.



Equipment

Through modernising existing ATS equipment and additional use of automation, the capacity of the individual sectors and centres will be increased. Further linking of the different computers used or to be used throughout the different centres is a must to reduce workload and thus to improve capacity..

Studies about the improvement of ATS systems will only be successful if ATC personnel are involved. In addition the assisting planning units should be sufficiently manned to allow a proper preparation and introduction of new procedures.

Airspace and Route Structure

The present amount of airspace available for the use of civil air traffic is insufficient, especially during peak hours. Therefore the present route structure should be reconsidered in such a way that more direct routings and dualised routes will become available. In this respect the cooperation of the military authorities is necessary.

The use of RNAV may allow for more dual or even triple axed airways. With a reduced longitudinal separation, this will create a kind of "auto-route" in the air. Furthermore, traffic should be more evenly spread over the 24 hours of the day. Therefore the standing noise abatement procedures need to be reconsidered. Especially now, since better naviga-

tional equipment and quieter engines will allow more precise adherence to prescribed SID's.

Flow Management

Further improvement of Air Traffic Flow Management should allow the ATS systems to better cope with the traffic demand. Specially the availability of better technical equipment (read: automation) is a must to improve the communications between the different Flow Control Units.

Another recommendation is to study, already in the stage of development, the airline flight scheduling to see what impact these schedules will have on the available ATS capacity. This matter could be dealt with through the available information from the EUROCONTROL Central Data Bank in Brussels (CDB).

Summary

The ATMG clearly indicates that there is a difference between the investments in ATC personnel and ATS equipment and the investments by the airline companies. This difference has lead to shortcomings in the European region in particular in the high density areas. Only if immediate financial sources can be made available to allow for extra personnel and up-to-date equipment, will it be possible to cope with the expected growth of air traffic in the years to come.

Recommendations

Considering the above mentioned arguments, the ATMG recommends to the EANPG the follows:

- with the planning of the future development of aviation in Europe, the authorities should consider the increasing gap between the available ATS capacity and the growing demand of air transport;
- the air traffic control authorities should take steps to increase the capacity of the current systems by and through a better organisation and management of the airspace and route structure and in the fields of personnel and equipment;
- ICAO needs to improve their organisation in Europe to be able to react quicker to the change in demand as a result of the growth of air traffic;

"COULD YOU ASK FLOW CONTROL WHETHER THEY CAN OFFER AN EARLIER SLOT, SAY, WITHIN 3 DAYS, IF WE ACTIVATE OUR REPLACEMENT FLIGHT PLAN VIA FAIRBANKS, NOVOSIBIRSK, RANGOON, AND MALE, WITH PROVISIONAL DESTINATION ALGIERS ?"

TO PREMIA?
YES, LET HIM GO, SO
AS TO CROSS CIL BETWEEN
OMAN AND OMAN THURSDAY NIGHT
IN TWO WEEKS.....

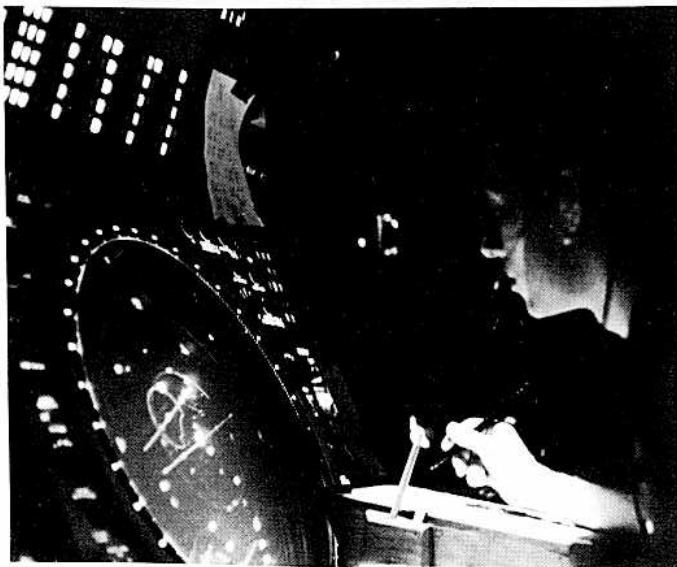
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- the users should consider the present reduced capacity of the existing ATS system when organising their schedules.

This extensive and highly interesting report of the ATMG clearly defines the problem fields. However, how easily can these problems be solved? An increase of the amount of ATC personnel alone does not work. More personnel need more and better equipment to work with. Otherwise



there will be no real increase of capacity.

Modernising equipment and expanding the possibilities of ATS equipment are only sensible if there is enough well-trained and motivated personnel to work with it.

Finally, an increase of personnel, and an improvement of their equipment, will only increase capacity if a simultaneous extension of available airspace is obtained. In other words, where do we start? Furthermore, expansion of airspace means a better balance between the use of civil and military airspace. More frequent use of specific areas of military airspace for civil air traffic should be possible, in particular during peak hours. However, it is well known that the military authorities have firm reasons not to give away (part of) their airspace or its authority. Recently, the different ministers of transport from over 20 European countries met in Frankfurt. They have decided that there will be new comput-

ers, new radar equipment, more personnel and better training facilities. This sounds very promising. However, the ministers have decided as well to "ask" the military authorities to make available more airspace. Let's hope that the answer will be positive!

In the meantime there has been an IFATCA Regional Conference in Tel Aviv, Israel, as we have recently read from an IFATCA press release. This press release is saying that major problem areas in Europe have been specified, being: Yugoslavia, Italy, Belgium, Spain and Israel. We see that Yugoslavia is a major link in the European ATS network. However, it appears to be a weak link due to a lack of sufficient investments. In Italy there is a problem of airspace structure. In Belgium there still exists a personnel problem. In Spain a combination of personnel and equipment. In Israel it is even more complicated.

Therefore, as 1988 has revealed, there are problems in Europe. They have been identified and proposals to improve the situation have been made. The question is, what will be the result? It is certain that the present winter will not allow sufficient time to solve the problems. That means that next year, especially during the summer months unfortunate delays and re-routeings will recur.

Once again we will witness the tragedy resulting from a still restrictive European ATC system - and that's a pity!



FROM THE EGATS EXECUTIVE BOARD

Brief notes on EGATS current affairs,

by Geoff Gillett



* New INPUT Editor

The Executive Board was delighted to accept Bob Van der Flier's offer to undertake the editorial function relinquished by Patrice Béhier. Our thanks to Patrice for his efforts in maintaining the continuity of INPUT and we look to our members for support Bob in his tasks, particularly in providing him with articles or other material for publication. Also looking for material or ideas are Paul Demelinne (lay-out) and Martin Germans (artwork). The distribution list has recently been updated. Let Bob have details if you would like a company or a person to be added to the list.

* EGATS/Eurocontrol Management Meeting

On 13.9.1988 a meeting took place at Maastricht with the following participants: Mr. Van Elst, representing the Director General; Mr. Power, Director Personnel and Administration; Mr. Dufraymont and Messrs. Stalpers, Beishuizen, Gordts and Gillett. Discussion took place on Familiarisation Flight Improvement, Early Termination of Service for Controllers, Career Structure for Operations Staff, Rest and Recreational facilities, Air Conditioning and Special Leave.

* CDB Demonstration at IFATCA-'89

EGATS has initiated the setting up of a CDB terminal at the IFATCA-'89 Conference in Frankfurt next year. A reply from the organising Committee of VDF (German Controllers' Guild) is awaited.

* Bruno Tausch Retires

Long-serving EGATS member from "Lippe Radar" retired on pension on 29 September last, following 25 years of ATC service. The occasion was marked by a ceremonial parade and farewell

reception, attended by General Görlitz and many former and contemporary colleagues. A fly past by a F5 and a Tornado at (approximately) 1000 ft and a banner-towing aircraft from Maastricht, bearing the message "Tschüss Bruno" was followed by gifts and speeches from various colleagues. An EGATS shield was presented on behalf of our members by Geoff Gillett. We wish Bruno the best of health and happiness in his retirement beneath the Nörvenich window!

* Constitution & Bye-Laws

A translation of the amended version has recently been completed by Headquarters with the kind consent of the Director General and new copies are in course of preparation.

* EGATS Ties

The new version of the EGATS tie, price Hfl 20.-- is now available in 2 colours; see notice board or contact Kees Scholts for details.

* IFATCA Committee on FEATS (Future European Air Traffic Systems)

The first meeting of this Committee took place in Brussels on 27 and 28 September, 1988, under the Chairmanship of Philippe Domogala. Mr. Hölscher attended on behalf of EGATS. The next meeting is scheduled for 7 December 1988 in Amsterdam.

INPUT

magazine

* IFATCA European Regional Meeting -
Tel Aviv 12/13 October 1988.

Messrs. Domogala and Scholts participated in this annual regional meeting in which 17 Member Associations were represented. A full report is available from Kees Scholts.

* New Members.

We welcome the following new members who have joined EGATS this year:

Brian Darke (Luxembourg)

Helmut Gurk

Friedrich Jost

Klaus Von Sydon Blumberg (GAF)

Marc Koolen

Jean-Paul Zabka

Kim Breivik

Rudi Claes

Heiko Langhinrichs (GAF)

Afrid Schuhmaker

Kevin McCarthy

Sven Schickel (GAF)

Jean-Pierre Nicolaon

Ralf Boese

Gerard Boers

Damian Glennon

Dr. Rodney Baldwin (Luxembourg)

Michael Castenmiller

Manfred Huhn (GAF)



WANTED: CALLSIGNS, FREE OF CONFUSION !!

by Dr. M. Koerte (Deutsche Lufthansa)
and K. Sievers (Vereinigung Cockpit)

courtesy Deutsche Lufthansa

What are R/T callsigns?

According to ICAO Rules, either the aircraft's identification or a combination of the airline abbreviation and up to four characters or figures is permitted as an R/T callsign. Airline companies mostly use a numerical system of one to four figures.

Each airline company has its own number system, for example to assign a special combination of figures, according to the countries to which the airline is flying. The individual flight numbers are made on a long term basis. Major system changes can only be implemented as part of a long term project. Every six months at the end of a flight plan period, new numbers are introduced, changed or cancelled.

Problem:

Callsign Confusion

Different flights with traditional flight number systems, can meet each other on the same R/T frequency having similar numerical or similar sounding callsigns. DLH1367 and DLH367 contain similar figure sequence; "One" and "Nine" sound similar. A rapid increase in air traffic results more and more often in coinciding flight numbers.

The consequence thereof is either confusion by pilots or ATC personnel.

Safety in aviation becomes impaired. In 1987, there was a considerable increase in nearmisses, caused by callsign confusion in Europe.

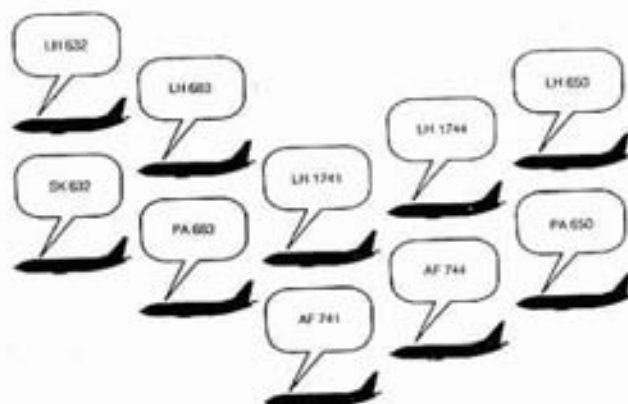
Simulation of callsign systems by computer.

Radio Telephony will remain the only communication method between pilots and air traffic controllers on

the ground, for a long time.

Consequently callsigns have to be newly created by all airline companies, to minimise if not exclude, the possibility of confusion.

Lufthansa started a program to simulate the entire airline network, in order to create a basis for optimising the flight number system. The model contains airports, arrival and departure routes and airspace structure. All LH passenger flights are stored in the databank; an extension for all flights is planned.



Reducing the confusion danger by optimising the flight number system.

With increasing air traffic, changing of flight numbers can only be done with computers. Based upon the simulation, Lufthansa developed a program to optimise flight numbers to reduce the confusion danger by more than 97 %.

Flight delay is also taken into consideration by the simulated program and it is shown that the capacity of the remaining not confusable flight number pairs is limited.

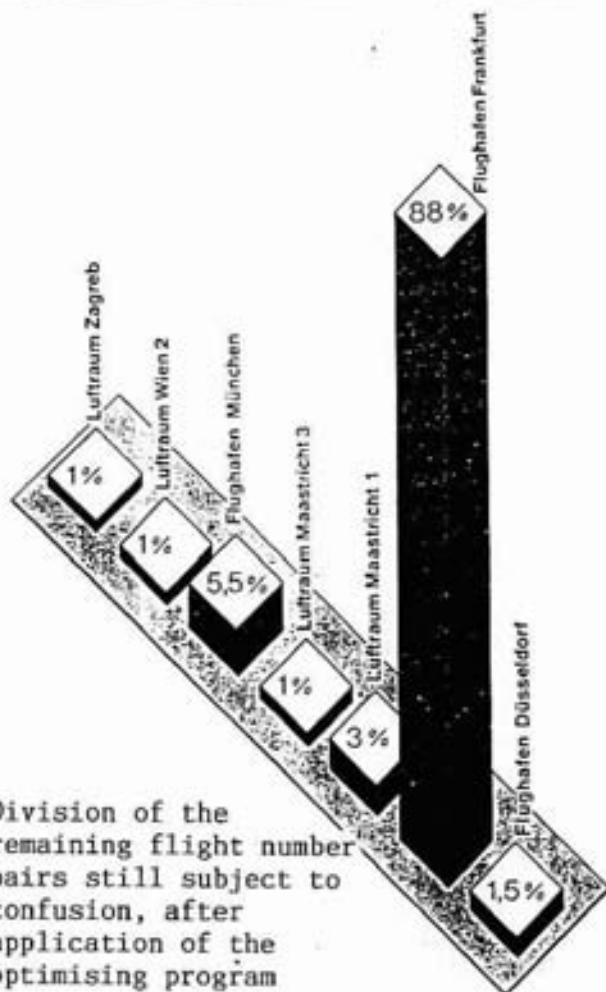
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Pairs of figures, bound for confusion from different airlines, can also be detected by this system. In connection with this program, Lufthansa introduces a practicable solution with the aim to decrease confusion danger in R/T.

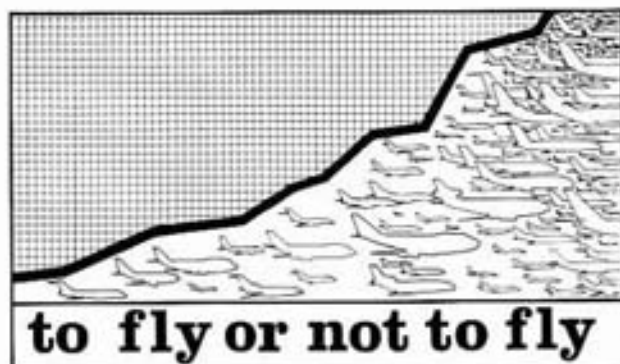
Future Aspects

To achieve a callsign confusion-free situation, each airline will have to initiate a project, to eliminate confusion among its own flight numbers.

On this basis, an international agreement on callsigns must be the aim.

With increasing civil air traffic, a pure numerical system is no longer suitable. A consequent application of the optimising program requires a frequent change of flight numbers. This can only be reached by disconnecting the trip number from the callsign. This concept will be tried during a test run by Lufthansa in Germany in Autumn/Winter 1988.

Concerted efforts of all air traffic participants are required to make the project a success.



— your editor reporting —

16 November 1988. One of those days which I have been looking forward to. Another of these big EGATS events: A FORUM!

The official opening of this EGATS forum was performed by the (new) EUROCONTROL Maastricht UAC Director Mr. P. Stalpers. In his interesting speech he referred to, surprisingly, Shakespeare's famous words "to be or not to be".

In his introduction of the forum EGATS' President Jan Gordts underlined the ultimate importance of the problem which is to be tackled this day. "An explosion of the European Aviation market creates a big capacity problem over Europe. To avoid that the European airways will start to look like the well-known French "Autoroute du Soleil" near Lyon on a busy summer weekend, it is necessary to re-organise the European route structure and improve the capacity throughout Europe. Only real international cooperation can enable us reach this goal".

After the formal introduction of the forum chairman Philippe Domogala and forum secretary Kees Scholts (both the initiators), being assisted by Olli Habel and Geoff Gillett, the president handed over the floor to Philippe.

"Today's aim is filling the communication gap between all parties concerned (airlines, pilots, air traffic control staff, both civil and military, and the administrations)", Philippe stated in his further explanation of the programme.

First speaker for the morning

session was Stewart Ralston, a Maastricht controller for many years now, representing the controllers' point of view. In the field of planning and policy making in ATC, the controllers are at the far end of the line. The influence of the controllers is almost nil, partly due to a bureaucracy of the administrations. Mismanagement, he called it. There is a big difference between the "have's and the have's not", a deep rooted nationalism, the constraints of so-called national security, and finally, the non-compatibility of the different systems used in the different countries. On the other hand, typically, controllers are talking about "my airspace" and they can only clear aircraft if they have a "piece of paper" with the flight details. Is there a relationship between controllers' attitude and salary? Is flexibility related to morale?

Some of the suggestions out of Stewart's excellent presentation:

- the use of intermediate flight levels;
- get rid of the semi-circular flight level system;
- reduction of radar separation;
- improvement of the ACT exchange (automated activation message exchange);
- immediate call-in by pilots on R/T;
- correctness of the requested flight level information in the flight plans.



..we are controllers!!...



The next point of view presented by Paul Leroy, was that of the pilots. Paul has been flying many years now, first in the Netherlands Antilles, then with the NLM and presently with the Dutch national carrier.

He gave some clear examples of all kinds of reasons for last minute delays. Such as slow catering, audio part of the movie pictures system out of order, late passengers. These last minute delays cause slot pressure which in turn affects safety. Furthermore, he distinguished the areas of congestion, being departure, en-route and arrival. "Why don't we try once completely without flow management and see how it works? Now it has been found that flow management starts working against us!"

From the EUROCONTROL Headquarters we had the pleasure to enjoy the presence of Mr. Bodenstein, Head of Division 0.3, representing the administrations' point of view. It was nice to hear that EUROCONTROL is still growing. New member states to be welcomed are Spain, Italy, Malta and Turkey. Since Cyprus is showing interest as well, we can look forward to having the whole of southern Europe in the Mediterranean area amongst our member states. Furthermore, it was reiterated that the EUROCONTROL Central Route Charges Office in Brussels is an office that collects the route charges on behalf of the

contracting states for the benefit of these states. Only 1% of the money collected is used to run the Route Charges Office itself. (Can this be noted by a large Dutch charter company? Ed.)

European ATC is still a national business under political influence of each individual country in Europe, trying to protect its own market. It is economics against safety. Furthermore, mention was made of an integration project of the Benelux, Bremen, Düsseldorf and Maastricht UAC. Finally, the EUROCONTROL Central Data Bank in Brussels should be changed to become more of a tactical tool. Air Traffic Flow Management should be further developed with a possible integration of the Central Data Bank. In summarising it was said that the aim is Harmonisation, Integration of functions and development of a rationalised European ATFM Unit. Is it worth trying. Therefore, should not the title of this forum be changed into: To try or not to try?.

After these three points of view, a lively discussion with many questions commenced. Some highlights from the remarks made: "The captain remains responsible for the final decision. So he will not accept the CDB to determine the route to be flown".

"We have achieved already a lot, but still data exchange and radar data exchange should be accelerated".

Questions lead to reflections.

"Money is the greatest constraint and therefore it should be put back to investment in the system, rather than being users' collections for services rendered".

"To get off the ground somewhere is better than going nowhere". That concluded the morning session and a good lunch was waiting.

The first speaker for the afternoon was Lt.Col. Schenk from the German Air Force and presently detached to the German BFS for military-civil coordination purposes. In his speech he clearly divided the German airspace into civil used and military used areas. Monday to Friday (only) 30% is under military management. At night and in the weekends (2/3 of the time) almost all airspace is at civil disposition. So, how come that the restrictions and delays are equal during weekdays and in the weekends? Furthermore, the more ATC is overloaded, the less controllers can apply



Is the Business Aviation burried?

off-routeings. They keep their traffic as much as possible to published routes. This is because each deviation from a cleared flight plan route causes extra coordination.

Finally the point of view of the industries and manufacturers of ATS equipment, presented by the well-known and highly respected Harry Cole. His (or rather) their proposal for the short term: "Let EUROCONTROL reacti-



vate itself to solve the problems in European ATC". And in addition: "How about sending staff from overstaffed centres to understaffed centres at times when this is needed? Equipment is available now. Come and buy it!"

After these presentations of the different points of view, the time had come to open the general discussion. Many questions were raised and answered. During this game of discussion, there came an unexpected presentation by Mr. Kuhn, representing the flight operations officers and dispatchers. He gave a full story on the handling of slot allocation with Lufthansa in Germany, completely computerised. It is amazing to see the effort put into this programme to get the aircraft flying in time and on time. More details about this system in a later edition of INPUT (ed.).

Among the many remarks made, again some highlights:

"Controllers are the only resource to prevent the worst from happening. I am glad that we did not have the same psychological tests then, which they have now, because then I might not be sitting here now!"

"Why are the tour operators not here"? Philippe apologised because they were not invited.

"To improve the European ATFM we need a centralised steering unit. Since we have a good Data Bank now, let's use it!"

Mr. Stalpers had the following suggestions to solve the problems:

- Airlines, stay out of the peaks;
- Tour operators, use different periods to fly;
- Airports, build more runways;
- ATC, be more flexible;
- Planners, think big, think European;
- Politicians, provide money and budgets;
- Industries, coordinate and do not compete.

Remark from the floor: "How can we go out of the peaks, we only have got peaks!"

"Beat the system, file the wrong destination!"

"Working environment, social conditions and salary are the keywords to a good morale. It is 'people working ATC!' (see Brussels ACC at present!).

At the beginning of the evening most of the participants met for a cocktail offered by EGATS.

Towards the end of the evening, in accordance with EGATS tradition, some after-dinner entertainment was provided. This time it took the form of an Awards Ceremony - The "Golden Headset" Awards - devised and presented by Geoff Gillett, just for fun! Various people who had recently distinguished themselves in the world of ATC were nominated in various categories. These included the "Frequent Flyer", the "Sexy Secretary", the "Operations Division Writer of the Year", the "Airline", the "Pilot" and the "Top Maastricht Manager" awards.

To bring the event at a close, our newly radar-qualified lady controller, Natasha Mehrtens presented the "winners" with a smile and a certificate.

Having had the pleasure of being present all day long to report to you in our INPUT magazine, I can look back on a very interesting day, a cosy evening and a tiring night. It was



The writer of the year (r).

certainly a successful event, highly appreciated by all those who have been present.

To all those members of EGATS who (again) failed to be present, I would like to say: You really missed a good opportunity, not only to meet the 'others', but also to participate in an atmosphere of good understanding and relationship with these 'others'. Your EGATS membership means more. It is a duty to participate in events such as this.

Congratulations to Philippe, Kees, Olli, Geoff, Paul, Lou, Harry, Ab, Rosie, Patrice, Stewart and all the others who made this EGATS Forum: TO FLY OR NOT TO FLY a great success.



Corp representatives



CORP stands for: Confidential Occurrence Reporting and Procedure.
Your representatives are:

EHAM Sector:	Henk	Heepke	L. 23	043-634157
EBBR Sector:	Jean-Paul	Vriamont	L. 118	09-32-12-237227
EDDV Sector:	Hans-Dieter	Busch	L. 47	04493-4740
FDA Group:	Arthur	Lieuwen	L. 133	04490-73650

EGATS TECHNICAL COMMITTEE

— by Henk van Hoogdalem —

On August 15th a meeting was held between Operational Management and EGATS Technical Committee. Many technical items were discussed and various plans explained concerning technical changes expected in the near future.

Rather important will be the replacement of the Voice Communication System (VCS) planned to be operational in 1992. The TC wondered why no operational staff member is involved in the selection or planning. Many ATC centres are well equipped with different VCS's and many Electronic Industries are yearly creating new soft- and hardware of which an optimal choice can be made based on operational practice. The VCS group met at Maastricht on 29 June 1988 and the TC suggested that at least three controllers representing the Maastricht sectors should take part in future meetings.

The item "Upperwinds" was discussed again and it is officially allowed now to update the forecast wind information using actual wind reports from pilots.

The practical problem with the late presentation of the ECM in the Brussels West sector of traffic from the Amsterdam Upper sector can be solved in the future by implementing the new ERM-SRM proposal. The TC proposal to have the rate of climb/descent presented in the alternative label when an "Alert" is given, is rejected by Mr. Beishuizen who is afraid that too much information reduces the Alert attention.

The possibility of sending an ACT message manually before it is done automatically is mentioned in the new

ERM-SRM proposal so this might be available in the near future.

The replacement of the CCTV by a more suitable system was discussed and the TC will compile a list of items needed, to be presented on the new CCTV system.

The TC underlined again the regularly occurring hazardous situation of frequency-blocking which is underestimated strongly by Operational



Management because of a lack of reports from the Operations Room. The TC asks again all controllers confronted with a blocked frequency situation to report this always in the daily log. Complaints and criticism amongst colleagues does not help at all to find a solution for this safety problem. It is remarkable that a direct contact between a controller and a company concerned had a fast effect and this might be a way to solve frequency problems.

The TC proposal to have the DCP function "PLN" always forced on all SDD's is accepted and Current Operations will be advised to have this implemented. More TC information in next INPUT.

The TC wishes to express its appreciation for the work done by Mr. Peter Vercruysse in compiling, updating and presenting a list of company callsign abbreviations. Thanks Peter!

TC members : Jan Van Eck, John Doyle, Ernst Vreede, Paul Hooper, Herman Mertz, Ralf Hölcher and Henk van Hoogdalem.

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— NEWS FROM OUR NEIGHBOURS —

CONTROLLER SHORTAGE IN EUROPE

by Philippe Domogala

IFATCA RVP EUR. WEST

Controller shortage is one of the most important problems European ATC is facing today. With a very few notable exceptions (e.g. Portugal), but with extremes (e.g. Spain with a 45 % shortage), the average can be set between 15 and 20 % for the Region, in 1988. Programmes to recruit controllers intensively in the last years have been hindered by an extremely high failure rate, between 40 and 60 %, from time of entry to On-the-Job-Training check-outs. This could be partially explained by the lack of attraction the profession offers today in terms of salaries and working conditions.

IFATCA, mainly through the 2 RVPs of the Region have been busy arguing their case with the ICAO Paris Office, the Airlines and the Press among others, that staff problems must be solved before the improved capacity needed to operate the "liberalisation of 1992" skies, can be implemented.

ICAO has until now, always been very reluctant to get involved in staff related matters and mostly addressed the technical and procedural shortcomings. But, from 1987, IFATCA representatives to the ICAO Informal Flow Meeting started to press the States' representatives to consider staff shortages as shortcomings. This principle was finally admitted, and recorded. Next, during an ICAO ATMG (Air Traffic Management Group), and using the flow meetings minutes, a set of recommendations was passed, thanks to our IFATCA representative there,

Mr. U. Stumbaum, two of those were addressing staff shortage and motivation.

The ATMG considered that all possible means of enhancing the ATS system capacity should be pursued with utmost urgency. Most elements pertinent to capacity enhancement are inter-related and are considered as follows:

Air Traffic Control Staff

With presently available means, any substantial increase in ATC system capacity will depend upon the provision of adequately trained and motivated staff in sufficient numbers. Continuous tendencies towards "industrial" actions would seem to be an indication of the need for social adjustments to maintain an effective work force. Recruitment of sufficient complements of control staff for training should start for practically all ATS systems, in the high traffic density areas of the Region as well as for those other areas in which concrete shortcomings, due to lacking effort, have been identified. As the formation of fully validated controllers takes some 4-5 years, it will be essential to start this action forthwith and under the highest priority. Flexible staff management techniques should be used to match staff resources to traffic demand. In addition, ATC staff should be involved in studies for improvements required in the ATS system at all stages of development, in order to ensure successful implementation.

Planning Staff

Adequate planning staff is required. Shortage of staff at the

central administrative planning offices may severely delay the development of system improvements; e.g. ATC procedures, airspace structure changes as well as the establishment of related bilateral and multilateral agreements, etc...

(ref. ATMG/27 minutes 1.4.1.a and b).

The report containing these conclusions was then passed on to the EANPG (European Air Navigation Planning Group) of ICAO, the highest ICAO body in Europe, which surprisingly, endorsed the conclusions at their meeting in May 1988, and asked ICAO to write a letter to each European State for implementation of the ATMG conclusions.

"In view of the critical situation facing the air traffic services, now and in the coming years, you are requested to give early consideration to application of the requisite measures in order to achieve the needed enhancement of capacity."

(ref. ICAO-T 13/6.4E/1 - 653 of 28 June 1988 signed D. Bartowski).

Then came the chaos and the delays of Summer 1988. The media were telephoning us asking for interviews and, of course, solutions. We passed on the message of number of controllers versus tremendous increase of aircraft movements, and working conditions of these controllers. Spain, Greece, Yugoslavia, France started industrial actions. A Press campaign in Germany, enhancing the working conditions and salaries of our German colleagues, and the delays and financial losses Lufthansa had, was being run. Our Belgian colleagues were being put under "mobilisation" to prevent them from starting industrial action.

In this climate, the Directors General of Civil Aviation of 18 of the 22 European Civil Aviation Conference (ECAC) European States, met in Roissy in June 1988. One of their discussion items was:

- the need to study human and social problems in terms of controller workload and salaries within Europe with a view to finding ways of harmonising this situation.

The conclusions they reached and publicised were:

- the air traffic control system should be modified in order to be able to adapt its actual capacity to seasonal and weekly traffic varia-

tions. Flexible staff management techniques should be used to match staff resources with traffic demand. As an example, where adaptable, it should be investigated in order to increase the capacity of the available ATC work forces to what extent, around an average work week, within a limit compatible with keeping a high level of safety, additional work can be requested in the summer from the staff and this effort be compensated either financially or through shorter hours in the winter.

- Where necessary recruitment of air traffic controllers shall be intensified.

- Eurocontrol is requested to provide information on ATC working conditions (salaries and working schedules).

(Ref. ICAO/EANPG/29 WP/35 dated 2 June 1988 - attachment 1).

Then the 22 Ministers of Transport of ECAC met in Frankfurt on 20 October 1988 to discuss and take joint action on the congestion problems in Europe.

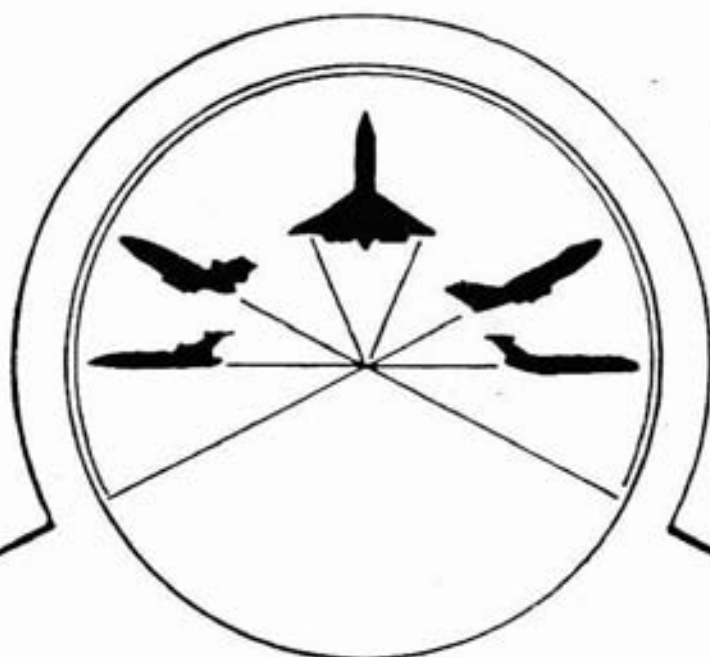
- Accordingly, the Ministers first gave their full support to a programme of practical measures which are now being implemented urgently, both with a view to short-term improvements and in a continuing longer-term perspective.



- Recruitment and training programmes for air traffic controllers are being stepped up as necessary to meet the expected demand.

- Air traffic control working procedures are being reviewed, in an improving industrial relations climate, to fit the available capacity more closely to variations in demand.

- To use the Eurocontrol Organisation and its Agency as a forum and tool, within the context of ICAO, for increasing the capacity of the present air traffic control system.

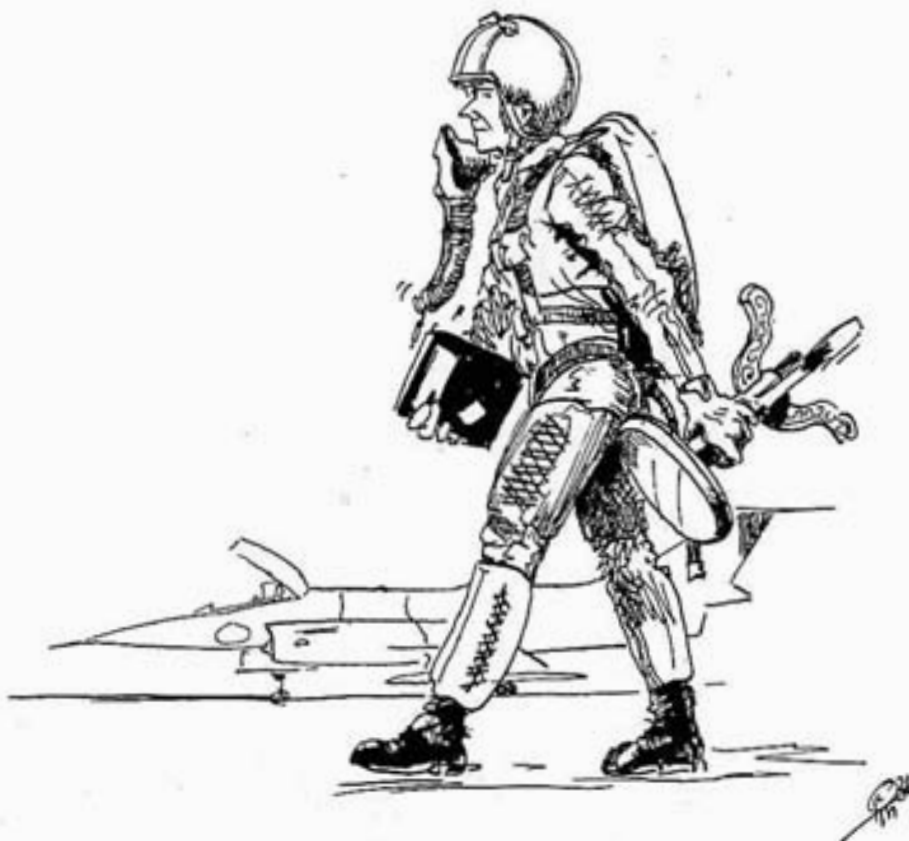


EGATS

annual
general
meeting

8th march 1989

AlteA Hotel * * *



- To call upon the Permanent Commission of Eurocontrol to develop Eurocontrol's activity, without any duplication of work or resources, by: taking further initiatives in the field of training air traffic controllers, including greater use of the Eurocontrol training facility in Luxembourg.

(Ref.: ECAC/MATSE/1-SD 20.10.1988).

A week later, the informal Flow meeting met in Paris, and using the Ministers' decision, the following text was included in the preliminary Report, in the introduction, on an IFATCA initiative:

- Based on the Ministers' decision that "air traffic control working procedures are being reviewed in an improving industrial relations climate, to fit the available capacity more closely to variations in demand" it was again amplified that this issue is of particular and utmost importance for the functioning of the ATS system as a whole.

- Keeping in mind that controllers remain the predominant element of the ATC capacity, appropriate working environment, good working facilities and sufficient staffing must be made available.

- Several States underlined the

importance of maintaining a good motivation and working "climate" in the operational environment.

- This basic need having been recognised by Ministers, the Group now urges governments to make necessary financial sources available to that end.

(Ref: ICAO/FLOW/9 Rep Proc.Group 28 October 1988).

We are back where it started. More we cannot do, but IFATCA has proven that it can do something in this particular field, and it will continue to press the relevant authorities.

Let's hope the politicians finally get the message and give our Planning and Administrative bosses the means to achieve a proper and adequate ATC system that Europe deserves.

We must also remind them that the tremendous increase of traffic of the last 3 years has been absorbed by the controllers ONLY, since hardly any technical means to increase ATC capacity has been introduced during that period.

