

OUTPUT

EGATS

Summer 1998 Volume 3, Issue 2

EGATS OUTPUT



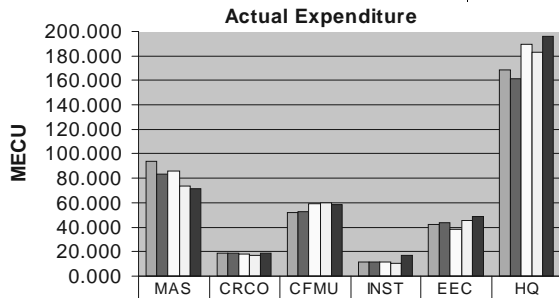
Summer's here and so is EUROCONTROLS' annual report (for 1997). Available at the reception desk in Brussels, it gives an account of what the organisation has achieved last year.

While most of the contents seems aimed at the outside world, as would be the case with an annual report, there are some interesting facts and figures that might interest you.

First of all, it strikes me as strange that a European Institution still refers to ECU's, while they've been called EURO's for the last few years. Maybe the computers aren't EURO compatible yet, or there would be too much confusion between EURO and EUROCONTROL... People might think they've invented their own currency.

But more seriously, the figures show that in 1997, Maastricht was the most understaffed unit in the organisation. In fact, while Instilux, Brétigny, the Route charges office and the CFMU are within a few people of their budgeted staff, Maastricht UAC had a budget for 576 people, while only 507 actually work there.

While this is certainly interesting, far more significant is a graph that's presented with the 'Actual Expenditure per Establishment' between



Actual Expenditure

1993 and 1997. I have taken the figures, and put them in a correct graph, as the one in the Eurocontrol publication is slightly misleading (understatement).

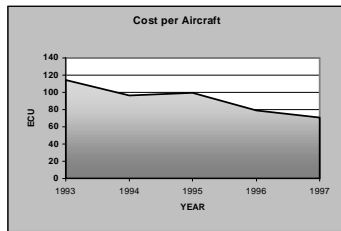
In the graph, it can be clearly seen that Maastricht is the only branch within Eurocontrol that has reduced its budget. And quite significantly too: over the last 5 years, the budget has reduced by almost 25%, from 94.071 MECU to 71.039 MECU.

Apart from the Route Charges Office (CRCO), which haven't increased costs over the last few years, all other units have known an increase: **CFMU** 12%, **Brétigny** 16%, **HQ** 17% and **Instilux** a whopping 48%.

According to Eurocontrol's own figures, 65.5% of the agency's costs is staff. Does this mean that an employee in Brussels is over 2,5 times more expensive than one in Maastricht? And that the CFMU has to pay 444 people with 38.341 MECU, while Headquarters spend 128.582 MECU last year on 654 people?

When we look at the Maastricht situation in itself, it seems that over the last 5 years, a flight through our airspace has become **38%** cheaper! From around 115 ECU in 1993 to under 72 ECU in 1997. Did anyone say cost efficiency?

This brings me to the traffic figures.



Note: For clarity: a decimal point '.' is a decimal point. A comma ',' is a thousands separator.

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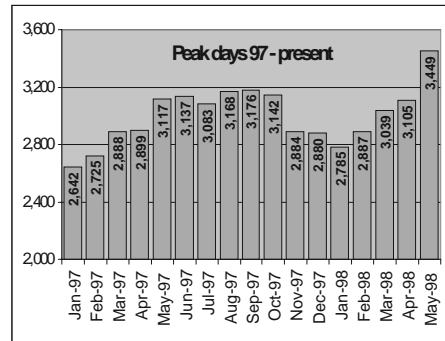
(Continued from page 1)

Anyone that has seen the traffic figures for May, must have had a shock. A 10% increase for the whole MADAP area, compared to April. A 6.99% increase from May last year, with peaks of almost 12%(!) in some sectors.

We broke several 'records', if that is something to be proud of...Here's two of them:

- ▼ Busiest day ever: 3,449 a/c in Madap on May 20th. Compare this to the previous 'record' (3,176 on September 12th 97).
- ▼ The busiest month ever in Madap. May 98 had almost 2,000 flights more than July 97. On average 2,999 a/c passed through Madap every day.

In analysing these figures and the delays caused by our sec-



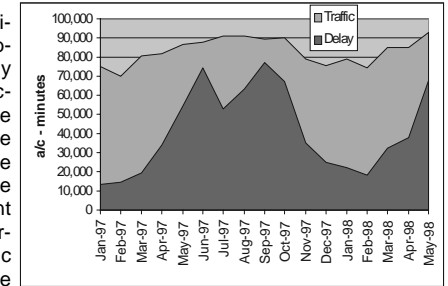
tors in Maastricht, a serious mistake is made: according to some people, the delays for May are up 80% compared to April. While it is true, it is a totally unfair comparison. One has to compare delays for a month like this with a month last year with a similar traffic load.

If you do that, you'll see that

the delays in May 98 were actually **lower** (68,000 mins) than the ones in June and September 97 (74,000 and 77,000 mins resp.), while traffic load was higher!

If we compare the traffic figures to the delay figures, it's clear that as soon as we surpass the 90,000 flights per month, the delays surge.

This to me indicates that problems are rapidly becoming structural: the airspace and the LoA's are no longer capable of coping with the traffic. If we want to avoid delays, urgent and dramatic measures are needed which involve a total rethinking of the airspace. Opening new sectors, even if we had the staff and the equipment to do it, just wouldn't make much difference any more...



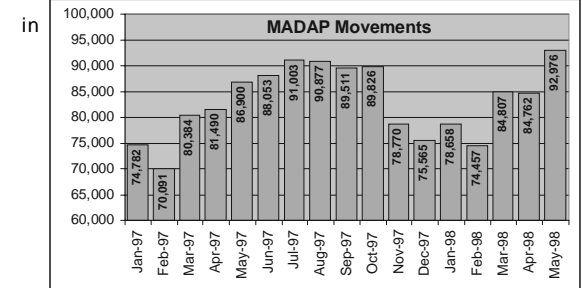
I realise that the above is a big challenge, especially with the limited resources that are available to the Operations Division

Maastricht. It is however necessary to form one front against the criticism that comes from inside the organisation as well as from the outside: it seems to be highly unjustified and based on either unfair comparisons or wrongly interpreted data. We already a centre of excellence and we cannot allow ourselves to be pressured into compro-

mising safety for capacity!

Have a safe summer and (if you have any) happy holidays!

Philip Marien
EGATS President



NEW EGATS MEMBERS FOR 1999

Name	First	Branch	Status	Name	First	Branch	Status
Hickson.....	Robin.....	MAS...	Candidate	Schüssler.....	Daniel.....	MAS...	Candidate
Alom.....	lb.....	MAS...	Candidate	Klein.....	Stefan.....	MAS...	Candidate
Jansson.....	Anette.....	MAS...	Candidate	Petrova.....	Vassela.....	MAS...	Candidate
Kilpeläinen....	Harry.....	MAS...	Candidate	Weddige.....	Frank.....	MIL.....	Ordinary
Johnsson.....	Fredrik.....	MAS...	Candidate	Supornpaibul.	Nadege.....	MAS...	Candidate
Hansen.....	Peter.....	MAS...	Candidate	Le Noble.....	Fred.....	MAS...	Ordinary
Brise.....	Henrik.....	MAS...	Candidate	West.....	Rob.....	MAS...	Ordinary
Backhaus.....	Silvia.....	MAS...	Candidate	Thomson.....	Christopher	MAS...	Candidate
Tudose.....	Kathrin.....	MAS...	Candidate	Stoyanov.....	Slavcho.....	BRU...	Ordinary
Beguín.....	Pierre.....	MAS...	Candidate	Meinke.....	Christian.....	MIL.....	Candidate
Ellero.....	Sebastien...	MAS...	Candidate	Kienker.....	Lotar.....	MIL.....	Ordinary
Preuß.....	Rebecca.....	MAS...	Candidate	Maske.....	Markus.....	MIL.....	Candidate

New members:..... **24**
 No Members prior 1998:..... **523**
 Total members:..... **547**

EGATS meets the DG

While visiting the Maastricht Centre on June 22nd, Yves Lambert, the Eurocontrol Director General took some time to meet with an EGATS delegation.

Several items were brought up by our delegation, including lack of information, perceived pressures on Maastricht, the staff situation (including the lack of a full time Head of Ops), and the ODS delays.

The Director General and the Director Maastricht took time to listen to our arguments and acknowl-

edged that the internal communication strategy is 'off the mark'.

Part of the problem is that not all staff have access to the Eurocontrol internal network, on which a lot of information is available. A solution for this problem does not seem readily available.

The pressures on the centre from national administrations and ATS providers has to be put in a correct perspective. At the moment the four states do not share the same views, and this plays to the advantage of the centre. According to the DG, it is obvious that Maa-

stricht provides an asset and unless a very strong business case can be made, airlines would not accept a re-nationalisation of the air-space.

For the DG, the delay of the ODS is a pure technical problem: financial considerations are of a secondary nature! The Director Maastricht is now the program manager.

While the meeting had its merits, we still have the feeling that we weren't fully able to convince the DG of the situation in Maastricht and the need for change in the short term.

BM

The Y2K Bug

Insurance Companies won't pay!
 Boeing gives 2000 bug guarantee!
 Trendy OUTPUT dedicates article to it!

Only 500

or so more days until the year 2000. Computer experts all over the world have been worrying for some time that older computer systems will not be able to cope with the transition from 1999 to 2000. Reason for this is that older systems only use the last 2 digits of a year. That means that any date comparison, based on this abbreviated date format, will return unpredictable results.

The Y2K-bug as it is now known, will have unpredictable effects on the whole world. While every effort is being made to avoid the problem, one can never be 100% sure that all the programs will behave normally when going from the 31st of December to the 1st of January 2000.

Not only electricity companies, telephone providers, hospitals, banks, government organisations, etc are alarmed by the prospects of chaos: the aviation world has recently also woken up.

BOEING recently announced that it will give written guarantees that its aircraft "will behave normally" through the transition to the year 2000. Despite a decision by aviation insurers to exclude their own liability to the millennium software bug, Boeing promised that their aircraft would not be affected, providing the airline has complied with directives from the company.

Given the legal minefield emerging around the problem, it is surprising that Boeing can make such a bold offer. North Sea helicopter claim that Bell Helicopter had refused to give such a guarantee for its helicopters.

Airbus Industries says it is writing to tell its customers that its aircraft systems "will not be affected" by the change of date.

The British Aviation Insurance Group (BAIG) said that from May onwards, aviation insurers will exclude cover for any problems caused by the software bug from standard policies.

Lloyds broker Kiln Aviation, said: "We will exclude liability and then give limited rights back on a case by case basis." Details of the BAIG's proposal will be released shortly.

As insurers threatened earlier, airlines will have to give details of both a technical audit to prove that their fleet avionics are free of the bug and a legal audit which could well contain "an airline's most commercially sensitive information".

Some airlines, most notably KLM, have already made plans to ground their fleets for a short time on 1 January, 2000, to carry out final checks.

British Airways from their side, have urged ATC service provid-



ers to investigate the problem from their side. BA will study the consequences of the problems anticipated and will base a decision to fly or not to fly, on an evaluation of all factors.

Problem for any ATC provider is its dependence on 3rd party services such as electricity, telephone and a host of equipment, of which manufacturers or programmers might not of no longer be able to give guarantees such as mentioned above.

While the computers at the Maastricht Centre for instance might be able to cope, it's only the question if radar stations, flow control, frequency relay transmitters, telephone lines, power supplies, etc. will transit normally as well.

Will insurance companies include ATC centres in their no claim policy for the year 2000 bug? If that is the case, all ATC centres should seriously consider given a vastly reduced service on January 1st 2000...

BM

More information on Internet:

<http://www.natcavoice.org/natca/y2k/y2k-index.htm>

ATC

THE NEXT GENERATION

"Times, they are a-changing", as Bob Dylan would sing. B-RNAV, 8,33 kHz, RVSM, TCAS II. Philippe Domogala won't sing but looks into the near future and tries to put it into "Controller friendly language".

There are many documents and articles written on the above subjects, but as most controllers normally don't like to read technical stuff I have attempted to put here a simplified version of problems controllers are likely to encounter.

Fist of all, all the decisions to implement new avionics on board aircraft at certain fixed dates have seemingly and unfortunately been taken in meetings where at least one of the major players in the field was missing. Those not consulted are now shouting "We did not know" or "Do you realise what you are doing to us?" or "This won't work!" etc..

These "missing groups" vary from US Airlines, to Air Taxi / Air Ambulance and Business aviation, to heads of ACC's or even whole States administrations...

Whether they genuinely were excluded from the meeting (by fears or hearing opposition) or deliberately choose not to participate (to avoid cautioning a project and be able to deny it later) is not for me to say.

The fact is that dates have been set for this equipment and will have to be met, sometimes, as we will see at some tremendous cost to some airlines.

B-RNAV

The first one is the so called B-RNAV (for Basic aRea NAVigation) or as it is also called RNP 5.

RNP 5 is for Required Navigation Performance: to be able to navigate on your own within 5 NM either side of a track for 95% of the time.

In principle, all aircraft wanting to use the ECAC airspace will have to carry this B-RNAV equipment. Originally, this requirement should have been enforced at the beginning of this year. It was postponed twice (to April and now to the end of July), because not enough aircraft were equipped.

Most "modern" aircraft (built in last 15 years or so) have an FMS and be capable of achieving the B-RNAV requirement. This is different for older types like B737-200, DC9s, FK28, 707s, BA146 and for most of the former soviet fleet. Also most business jets and military transports are NOT standard equipped.

Since the cost to equip an aircraft can vary from 10.000 \$ to 150.000 \$, what is in it for the companies? The answer is

EGATS OUTPUT

simple. Eurocontrol promises a 30% capacity increase by introducing a new route structure based on RNAV-points. Rather than sending aircraft to ground navigation aids, they will be cleared on RNAV routes that are more direct and dualised (i.e. one-way) in most places. This new route structure should (and probably will, in some form or the other) become operational on October 8th 1998.

Aircraft that are not equipped will not be allowed to fly these routes, and will therefore (theoretically) be penalised. At the time of writing (end of May), out of 8000 airframes operating in Europe, 1700 do not meet the B-RNAV requirement...

8.33 kHz

Due to shortage of available frequencies, ICAO EUROPE, decided to split the current frequency band further from today's 25 kHz spacing between frequencies, to 8.33 kHz spacing.

Planned for Jan 1st 1999, aircraft wanting to fly above FL245 in central Europe will have to carry 8.33 kHz compatible radios.

This one will hit us right in the face, as Maastricht UAC will become the first Centre to be fully and **only** equipped with 8,33 Frequencies by 1 Jan 1999... The only 25 kHz frequency left in our centre after that date will be 121,5 (the emergency Frequency).

Military aircraft will have to be accommodated in UHF while all other a/c non-equipped will have to fly below 245....

(Continued on page 6)

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(Continued from page 5)

There is no way to mix the 2 transmissions, and in fact if an aircraft inadvertently transmits on a 8,33 frequency with a 25 kHz set, it will actually block out 3 frequencies without knowing it himself and no one on the ground will know who it is...

The new 8,33 frequencies will be designated with 3 decimals and be referred on the R/T as "channels". And despite efforts to find a system of reducing the R/T involved, ICAO insists that we continue to use the full, now 6 digit frequencies...

When Switzerland installed a transmitter last year, they tried to find aircraft that were already equipped. They weren't able to find one single one.

In the mean time (again June 1998), JAA and IATA announced that they would not be ready to retrofit the aircraft given the time frame. Kits are missing, the quality of the reception is bad etc. It was decided to postpone the implementation 'at least 6 months'.

EGATS and IFATCA have reacted to the rushed implementation. If the quality of the current radio sets in Maastricht, which is already appalling, is further degraded and with the other implications of this technology, the safety implications are huge...

RVSM

For Reduced Vertical Separation Minima or in plain language using 1000 feet separation above FL 290..

There are currently tests in the North Atlantic tracks and some problems were identified (constant TCAS warnings as

the current TCAS version does not accept 1000 feet separation above 290, and wake vortex turbulence) corrective measures such as flying offset a few miles and expecting a new TCAS version (so called version 7, see later) are being devised.

An operational trial date was set for October 2000 with full implementation one year later.

The main problem for us controllers is that not all aircraft are equipped with accurate and safe enough altimeters to fly in the RVSM airspace.

To retrofit an older type of aircraft (like a DC8, or a TriStar) can cost more than 1 Million \$ per aircraft and for business jets types like a Lear Jet 55 it cost as much as 500.000 \$ or roughly a quarter of the value of the aircraft...

The Military use plenty of those aircraft types and do not intend to retrofit any of them. On fighter a/c, there is no place to put in the extra equipment anyway, so we are likely to have plenty of non-equipped aircraft flying around after the implementation date.

The European states have agreed that exceptions will be made for their Military (so called State Aircraft in ICAO jargon) and controllers will have to accommodate them. In practice this will mean lateral separation or re-establishing 2000 feet around them.

IFATCA and IFALPA strongly opposed this as, this will not only increase workload but also will decrease safety.

However, so far like we have been overruled and that we

will have to work both types of traffic simultaneously..

If aircraft are not State exempted and are not equipped they will be forced to fly below FL290.. (Like most Ex-soviet types).

In the mean time, because of it seems to be impossible to meet the targeted safety level in the Atlantic airspace, and much to the protest of the airlines, it looks like the implementation of this will be postponed as well. The year 2003 seems more realistic...

TCAS

With effect from 1 January 2000 all a/c with more than 30 seats or of more than 15 tons will have to carry so called ACAS II which is in fact a TCAS version 7 (the newest version that will -maybe- be available end 98)

Cost per aircraft: between 150.000 and 350.000 \$

Version 7 however is not making pilots very happy because it reduces the warning times drastically (to avoid current problems) and leaves the pilot with very little time to execute the RA manoeuvre... But version 7 is necessary in Europe because of the RVSM introduction planned for that date...

In the mean time, Airbus (supported by the Joint Aviation Authority) have calculated that it is simply impossible to equip all these aircraft before Jan 2000... One of the problems is that the current version 6.04A is **NOT COMPATIBLE** with version 7 and that hardware modifications are needed on some models.

CONCLUSION

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A lot of changes to be expected for us in the next years. A lot of costs for the airlines to equip... Whether they will get value for their money is an open question.

Another question we have to insist on is how the filtering of the aircraft not equipped with the relevant avionics will be done to prevent those aircraft entering our airspace ?

Is IFPS going to be so perfect within 2 years that it will refuse Flight plans, and are our Neighbouring Centres going to be tough enough to refuse climbs into our airspace, or decent them prior entering our sectors?

Will they even be able to detect them in time? How will this affect flow control? What will prevent pilots from claiming they are RNAV or RVSM equipped when they are not?


IFATCA is currently using its representatives in various Working groups everywhere to ask those questions on a European-wide basis. Hopefully some answers will emerge in time (that is before the implementation dates), otherwise we there are serious risks that these projects will suffer some delays..

DP & BM

WARNING

Based on the previous article (ATC, the next generation), EGATS has decided to put out the following NOTATS (Notice to Air Traffic Services).

Based on the chaos that is likely to occur on the following dates, we advise not to plan to fly anywhere, not to work at an operational centre and not to come near areas with heavy air traffic activity. It is very likely that you can experience Murphy's law at first hand if you do... We'll update this list regularly.

Date	What	Possible Effects
October 8 th 1998	Implementation of the RNAV route structure version 3	Just as you were used to version 2(???), it'll all change again. Expect aircraft that don't know were there going or that have a totally different route from what you have.
July 1 st 1999*	8.33 Khz implementation in the core European airspace.	Channels in stead of frequencies, between 10 and 15 new frequencies overnight. Pilots that don't know what's going on (not really new, but only more so than before...)
Jan 1 st 2000	Millenium Bug. 	Could affect computers everywhere. Airline reservations, credit cards, aircraft, electricity, water, gas, banks: it could all be part of a never before seen chaos.
Somewhere in 2000*	TCAS version 7 mandatory in Europe.	More untrained pilots doing more unpredictable things, based on panic technology.
Autumn 2000*	Move to the new Operations room in Maas-tricht UAC.	Core area of Europe will be affected by this. Depending on the preparation, the transition itself might be fairly smooth, but capacity will be affected anyway.
November 2001*	Implementation of RVSM in the European Airspace	Mix of equipped and non equipped aircraft is bound to make your life difficult.

*These dates are subject to change. Some of them to a significant change...

DRAFT MINUTES AGM 1998.

Version 1.4

This years' General Meeting (March 5th) requested that the minutes of the meeting be published as soon as possible after the event. Please keep in mind that these are draft minutes, and that only next years' AGM will vote on approval. If you have comments in the mean time, please put them in writing to the Executive Board.

At 19.30 Philip Marien opens the 1998 Annual General Meeting. He welcomes the members present and requests them to hand in any proxy votes and to sign the attendance register.

He then gives a summary of last years' activities.

- Active role in relation staff-management – not always appreciated.
- Joint meeting with the TUEM on "hot" staff issues.
- Held our forum on datalink and prepared this year's one on controller limits.
- Supported the GFL.
- Published several OUTPUTs
- Attended IFATCA annual and regional meetings.
- Participated in the EATCHIP working group on datalink, on behalf of IFATCA.
- Participated in the EATCHIP CISM project.
- Financially supported colleague controllers in Bulgaria (support fund).
- Last but not least: the highly appreciated present for all members and the commemorative issues of INPUT for the 25th anniversary of the organisation.

On the down side:

- EGATS has lost two colleagues but above all good friends last year. (Gerry Boel and Yves Rosset)
- Despite our efforts is the relation between EGATS and the management not always what it should or could be.
- The lack of volunteers for EGATS activities continues and seems to get worse.
- We've had to move office again (second time in three years)

Minutes AGM 1997

Philip Marien refers to the support fund (page 10, 1st alinea). From the minutes it was not clear if a vote had been taken.

Danny Grew thinks that it should be better if the draft minutes were distributed soon after the AGM. Point taken by the Executive Board.

Roy Evans remembers (from his notes of last year) that a decision was taken: Initially f 2500,00. The fund will be spiced with 2,5 % of the budget every year.

Philip Marien agrees but the result of the vote is not in the minutes. He proposes to vote again on the figures above. Unanimously accepted.

No further comment. Minutes accepted.

Reports.

Secretary:

No remarks. Report accepted.

Flight Department:

No Remarks. Report accepted.

Professional Committee:

Inge VanderEyken gives a verbal update on the Parental Leave Issue. Some PC members have analyzed possibilities for the provision of parental leave within Eurocontrol, and have managed to formulate some ideas based on EC recommendations, Dutch law and practical examples in other institutions.

These ideas were taken to HQ for discussion in the Central Staff Committee.

We hope to get full attention for the subject resulting in a commitment from Eurocontrol to provide its staff with the facility of parental leave, and await further developments ...

Stijn Mertens requests information on the transitional allowance.

Inge VanderEyken answers that no reply was received and that TUEM has taken up the item. The answer they got raised more questions. A working group has been set up now. EGATS is not considered as a negotiation partner.

Philip Marien got information from TUEM that there is more or less an agreement and that a decision of the Director can be expected soon.

Inge VanderEyken pleads for more volunteers for the Committee. Report accepted.

Technical Committee:

Danny Daems gives some additional information on the Report and elaborated on the E-mail contacts.

Peter Visser states that the contacts with management (Sector Expert) are good.

Philip Marien says that the contacts with System Implementation are very good as well but sometimes there seems to be a less good contact between Current Ops and Systems Implementation.

Danny Daems thinks that the structure in Engineering (after the merging) has improved and that they are more open.

Philip Marien asks the members to talk to the Sector Specialist and Tech. Comm. Members if they see the need for a change.

Report accepted.

ATC97/98:

In the absence of Günther Niemz and Ernst Vreede, Bob van der Flier thanks those who assisted in the event. He stresses the importance of more young members to get involved. If we like to continue organising a Forum new blood is necessary.

Philip Marien agrees. He thanks Günther and Ernst for all the work done and states that Günther, being DFS employee could not be compensated in time. He therefore proposes to organise a surprise for Günther (and his wife)

Budget f. 1000,00). Unanimously accepted.

Treasurer:

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Natascha Mehrtens states that we had financially a good year and that we stayed within the budget. Some editorial changes have to be made in the report.

(see Erratum)

Audit Committee:

Jurgen Martens requests to discharge the Treasurer.
Unanimously accepted.

Budget 1998:

Paul Demelinne requests to correct the figures for the Support Fund for the 2,5 %.

Klaus Dylus asks why we need so much money in the budget for printing, while we not seem to spend it. Kees Gilvert answers that at the moment the relation with the printing office is good and printing costs are kept to an absolute minimum.

Roy Evans asks why we have f. 2500.00 for magazines where we did not spend money.
Philip Marien answers that bills arrive at irregular times.

Budget as amended approved unanimously.

IFATCA

Philip Domogala proposes a change in the delegation.
Committee C: Danny Daems i.s.o. Helen McCarthy.
There were no further questions and the Delegation for the 1998 IFATCA Conference was unanimously accepted.

Proposal to change

Special General Meeting 14-5-98

1. **Change of constitution** was approved. Article 4.2.b. of the Statuten now reads: "*werkzaam zijn, of werkzaam zijn geweest, als Flight Data Assistant in Maastricht UAC, of vanuit deze positie, na minimaal vijf jaar lidmaatschap van EGATS, in een andere functie binnen de Eurocontrol*

the Constitution.

Membership DFS Flight Data assistants.

Philip Marien explains the reasons why.

Bob van der Flier states that for a change of Constitution 2/3 of the membership has to be present or represented. The E.B. (after carefully checking the Constitution) could do nothing else than confirm this. In a second meeting only 2/3 of the members present in that meeting is enough to change the Constitution. A Special General Meeting will be called by the E.B.

Editorial changes in the proposal:

1. artikel 3.2.b should read: artikel 4.2.b
2. Eurocontrol Operations Division to read: Eurocontrol Operations.
Final version will be presented as soon as possible.

Paul Demelinne wants to know if a S.G.M could be at the same day as the A.G.M.
Philip Marien and Kees Gilvert agree that this should have been done.

Election Committee.

Arnold Booy reports on the result. No elections needed.
Andrew Osborne and Claudia D'Amico are considered to be elected to the Executive Board.

Philip Marien thanks Natascha Mehrtens and Kees Gilvert, who were forced by the Constitution to leave the Board, for their input and hands over a token of appreciation.
The Meeting expressed their appre-

Operations buiten Maastricht UAC te werk worden gesteld."

Article 4.2.b. of the English version reads: "*are employed, or have been employed, as a Flight Data Assistant in Maastricht UAC, or coming from such a position, after a minimum period of five years of membership of EGATS, are employed in another function within Eurocontrol Operations outside Maastricht UAC.*"

ciation by a heart-warming applause.

Andrew Osborne was then welcomed behind the table by Philip Marien.

Election Audit Committee:

Roy Evans
Jurgen Martens
Klaus Dylus
Natascha Mehrtens (spare)

Election Election Committee

Kees Gilvert
Arnold Booy
Paul Demelinne

Any Other Business

No questions

Philip Marien closes the meeting at 21.15 (an *all times record, GT*)

Members excused:

Barnby, D'Amico, van Eck, Niemz, Peters, van der Sluis, Flynn, Snijders J., Gordts, van Hoogdalem, Gillet.

This change allows DFS flight data's, working in the Maastricht UAC to become ordinary EGATS members.

2. **Following his request to the SGM, Mr. Fred le Noble has been re-instated** and can, according to Article 2.9.3. of the Bye-Laws, re-apply as EGATS member.

Minutes of the SGM will be available soon.

NEW EXECUTIVE BOARD

As a result of the AGM in March, the composition of the EGATS Executive Board has somewhat changed. Two longstanding members have had to leave the board, due to the 6 year maximum rule in our bye-laws: Kees Gilvert, who served as Executive Secretary and Natascha Mehrtens, who dedicated her years in EGATS to being Treasurer. This board would again like to extent their gratitude for the work both of them did over the last years.

Newly elected were two recently qualified controllers: Ms. Claudia D'Amico and Mr. Andrew Osborne. As not everyone might know who is and what he/she does, we'll take this opportunity to introduce the board....

While the EGATS membership elects the board, the actual functions are distributed within the board. The EGATS president is currently **Philip Marien**. He is Belgian and has been President since 1996. He works in the Brussels Sectors in the Maastricht UAC. He is currently also Editor of this magazine, although if someone feels like taking over, please contact him at once. He'll be forever grateful....

Since the Annual General Meeting, the Board has made **Patrik Peters** Executive Secretary. It can't be easy to follow in the footsteps of his predecessor, but he build up some experience by acting as Membership Secretary in the last two years. Patrik was born in 1966 somewhere in Germany and also works in the Brussels sectors in the Maastricht UAC.

The third key function in the board is occupied by **Paul Hooper**. Since March, he acts as the EGATS treasurer. A highly responsible job, as our yearly budget is over 100,000 Dfl. Paul has been on the board since 1997, and has now taken over from Natascha Mehrtens. He also works in the Maastricht UAC as a Flight Data Specialist. If you don't pay your membership in time, you'll have him to deal with...

First newcomer on the board, **Claudia D'Amico**

has taken over as Membership secretary from Patrik Peters. Anything to do with lost membership cards, changes of address or new membership applications can be addressed to Claudia. She's moved to Maastricht from Milan, Italy a few years ago, to work in the Hannover Sectors as a radar controller.

With a name like **Inge Vander Eyken**, you can only be Belgian, and more specifically Flemish. Rather than letting her become a doctor, the pubs of Ghent directed her towards Maastricht, where she now controls in the Belgian Upper Airspace. As Committee Coordinator within EGATS and chairman of the professional/training committee, she deals with the professional policies of EGATS and makes sure that the committees are on the same line. It's a tough job, but someone has got to do it.

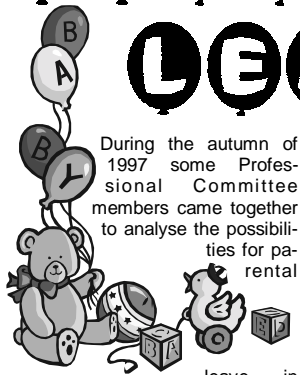
Long standing and distinguished member of the Board is **Günther Niemz**. Our only board member that works in the DFS detachment in Maastricht, he is the liaison between the Executive Board and the EGATS forum organisers. Besides that, he takes on a lot of practical work, mainly when it involves designing logo's and databases. Unfortunately, Günther will have to leave the board next year....

Last but not least, another newcomer is **Andrew (Ozzy) Osborne**. Despite his nickname, he is British and only recently qualified in the Brussels Sectors. He will act as Assistant Secretary in his first year in the board, doing more practical stuff, including work for Output.

Feel free to contact any one of us, in case you have any questions, problems or wish to join our efforts to keep this organisation going...

BM

PARENTAL LEAVE



During the autumn of 1997 some Professional Committee members came together to analyse the possibilities for parental

leave in

Eurocontrol. Although his was not the first time the topic was raised there appeared to be no possibilities at all.

A quick investigation amongst other institutions, both private and public revealed that Eurocontrol staff is very bad off compared with them.

In order to justify our efforts we ran an informal query amongst colleagues and we came to the conclusion that a provision for parental leave was desperately needed.

Facts

Recommendations of the EC

Already in 1992 the Council of the former European Community advised its member states to launch initiatives to enable both men and women to combine their work with the care and education of their children. (The exact recommendations can be found in its publication 9212411EEG of 31 march 1992)

Results in The Netherlands

In The Netherlands these recommendations have resulted in a law in which institutions have to provide facilities for parental leave.

Special

EGATS OUTPUT

After having compared the existing provisions for parental leave in both governmental institutions and in public enterprises in different member states, we have compiled a list with minimum requirements for the provisions. In this list we have accounted for the special situation as described above.

situation

Since Eurocontrol staff is in a special situation, provisions for parental leave would have to be based on the following considerations:

√ Employment is often far away from the place of origin. This makes it impractical to rely on the help of relatives.

√ Staff is often employed because of specific skills and qualities and/or have had years of expensive training.

√ Therefore staff is very difficult and expensive to replace.

√ Over the last few years, significant numbers of young people (both men and women) have joined the organisation

√ A possible departure, be it permanent or temporarily, can be prevented by developing facilities through which men and women can combine both their professional and family tasks.

√ That a provision for parental leave could be one of these facilities.

Who would use such facilities should they be available within Eurocontrol? To give you an indication, we have compiled some numbers for you, relevant to the Maastricht UAC (see table).

Proposed

√ Parental leave cannot be refused by Eurocontrol.

√ The original conditions of employment and the career profile remains unaltered.

√ Parental leave can be asked until the child reaches the age of 8 years.

√ The duration of the parental leave depends on the number of hours worked per week. The amount of hours of parental leave shall be at least the number of hours worked per week multiplied by 13 weeks.

√ The employee himself shall be authorized to plan the hours and period of parental leave.

√ Parental leave shall be applied for at least two months before it should commence.

√ Pension provisions and contributions will be calculated as if no parental leave was taken

√ Remuneration during parental leave shall be 90 % of the normal remuneration.

√ In case both parents work for

Total number of employees at Maastricht	522
Dependant children younger than 5	95
Dependant children younger than 10	164
Staff under 40 years old*	243 195 male 48 female

* Several employees over 40 have recently had children.

EGATS OUTPUT

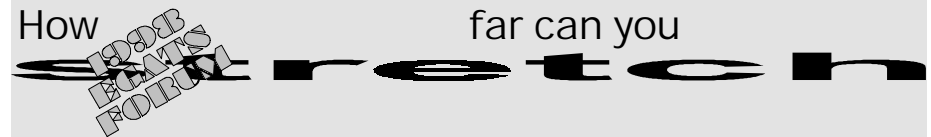
(Continued from page 11)

Eurocontrol they are both entitled to parental leave, even at the same time.

As with most changes in Eurocontrol, these negotiations will most probably take a lot of time.

Considering the urgency of the topic we have proposed to negotiate a modification to the agreement on part-time work as an interim provision. Part-time work should not be refused by Eurocontrol, if it is used in the context of a temporarily provision for parental leave.

Conclusion



With 223 Forum attendees registered at the entrance of the MECC one could say: "The Forum has been successful". 85 people have shown interest in the papers of the Forum through their calling cards.

Several contacts after the Forum have led to involvement of speakers and organisers in various activities throughout Europe. To name a few: Captain Rahmann has been invited for presentations on the French school of Aviation ENAC, Toulouse, Mr. M. Woldring

We have forwarded these ideas to the Central Staff Committee for further action. They are currently looking at other European Institutions to see whether provisions exist there that Eurocontrol can adapt.

If you have any questions on the subject or would like to see the documents that were used to compile these ideas, please contact Inge Vander Eyken or Gerard Boers (Maastricht Operations Division).

Prof. Committee

the event quite adequately by pointing out the fact that Airline demands are changing every 10 years or less, but changing an ATC environment takes at least 20 years or more.

Some statistical remarks were made on the chances of a major incident to happen.

Fortunately we are dealing still with human beings and they will continue to overrule the machine if this is necessary, which means that controllers will never allow a system to develop unless they are convinced they can handle it. In extreme cases the traffic will be stopped to ensure safety.

Safety is the driving force in the

has had a meeting with Dr. H. Adriaanse University Maastricht on the subject of ATC training, the tapes of the Forum are used for training in professional English at ENAC and Mr. E Vreede has been invited to attend a symposium and workshops at the NLC (Nederlands Luchtvaart College) in Hoofddorp in June.

Although the discussion in the afternoon did not stretch the people too far as it was meant to do, Mr. Philippe Domogala summarised

controllers way of thinking. If this is undermined by a variety of "solid" arguments like statistics, budgetary constraints, working roster discussions and lack of communication between staff something is basically wrong.

Perhaps the message of the Forum is this: No matter how far you stretch a controller, he/she will always try to keep it safe. Efficiency is second priority.

EG

FREQUENTIS

During the ATC 98 event in Maastricht this year, Frequentis was looking for feedback from users of the VCS (Voice Communication System) as it is used in Maastricht.

While they got good verbal feedback during the exhibition itself, the people that manned the stand did not have the time to make

comprehensive notes of what remarks were made by numerous people visiting the stand.

Some people were invited to put their remarks on paper and hand them over to EGATS. We would compile and forward them to Frequentis. So far, we haven't seen any....

Therefore, if you have ANY remarks, criticism, suggestions or improvements for the VCS system, please put them on a piece of paper and put them in the EGATS locker or hand them over to a board member. We will compile them and send them off to Frequentis for further action.

Do not hesitate to be frank: they want to know the ins and outs of their system. If you'd more comfortable, we'll even accept anonymous remarks...

Competition

EGATS OUTPUT

That's right: not ONE single entry. 530 something members and NOTHING, NADA, NIKSKE, RIEN, NICHTS. I'm not one for insulting people, but to be honest: that's pathetic. So, rather than have half an empty page, here's some that I've made up:

- ∨ The ODS is like a lake in winter: usually frozen solid and everyone not hibernating or dead, has gone south.
- ∨ The new ODS is like something made in Taiwan: it's probably okay, but there's always that nagging feeling...
- ∨ The new ODS is like computer coloured Laurel and Hardy movies: technically outstanding, yet no ones thinks of it as the real thing.
- ∨ The new ODS is like the monorail at Disney World: It looks kind of spectacular and cool, but it doesn't really go anywhere.
- ∨ The ODS is like those tools you see on the Shopping Channel: "IT'S FANTASTIC, MIKE: IT DOES EVERY-

THING", until you actually get your hands on one...

What happens now is that all the prices, including the travel voucher of 3000 Dfl., clothes, merchandising etc. will go to the editor of this magazine (I'll send you all a card from wherever I decide to go...)

Foolish and naive as Editors are known to be, we launch another competition. Hopefully, this time everyone will think really long and hard and come up with some answers to this issue's dazzling competition!

As you know, Datalink will become an important means of communication in ATC in the future. Unfortunately, one of the effects of using the system could be that pilots (and controllers) lose what is called situational awareness: It will become more difficult whether a controller is busy, is anxious about something, wants to stress things, etc. This means that timeless classic transmissions, such as:

"Descend as if your life depends on it, because quite

frankly....it does!"

Or

"Climb like you've never climbed before, unless you want to be a hood ornament on a DC8!"

will no longer be possible (or a lot harder, if you have to type it all on a keyboard).

These will only be repeated forever in various controller/pilot magazines and be used by the older generation of controllers to bore their younger colleagues to death, with stories about how good the old days really were.

Hence this issue's competition:

What message(s) would you include in Datalink systems, to ensure that pilots are kept in the picture of what exactly is going on around them?

ENTRY FORM

Here's my entry for your competition:

My name: _____

You can usually find me here: _____

EGATS OUTPUT



REGULATIONS FOR OPERATION OF AIRCRAFT

Commencing January, 1920.
United States of America - War Office

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you began a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.





Our reporter Philippe Domogala analyses operations of the French national airline. He uncovers a story of intrigue, mystery and even murder. Read all about in, only in OUT-PUT. (except about the murder. That's just to get your attention...)

Optimise your delays

(The AIR FRANCE way)

To avoid stand-by travelling and taking advantage of the relatively near location of the Conference this year, EGATS decided to buy "booked" tickets to travel to Toulouse for its delegation. We contacted AIR FRANCE in Amsterdam which generously gave us "special fares" of 471 Dfl each. For the "special French service" of AIR FRANCE this seemed reasonable (Although we found out later that a similar ticket bought in a German Travel agency by anyone costs about the same)

We were supposed to depart at 1115 from Brussels with a new Canadair Challenger bound for CDG in Paris followed 1³⁴ hour later by a direct B737 flight to Toulouse. That was the plan at least...

We arrived on time at the airport to read on the screens that the flight was delayed 15 min until 1130. No explanation was offered (not even the obligatory ATC delay), but nevertheless. After all, what is 15 minutes among friends... No passports checked or anything, thanks to SHENGEN...

Then comes the first real surprise: as a bus drops us off at an ATP Turbo-prop of BRITISH WORLD... Apparently for Operational reasons, they've had to replace the Canadair.

Nevermind, as long as it gets us to Paris. After everyone boards, the aircraft is completely full. And then, nothing... Nothing continues to happen for about 20 min. Then, shouts in Flemish are coming from the back of the aircraft, with remarks like: "it won't work!", "push, push" and

"Aaargghh", followed by noises of falling suitcases...

Ten minutes later, one stewardess is moving large Samsonite suitcases from the back to the front of the plane, bumping all passengers in the aisle seats.

By now the baggage loaders have board the back of the plane and are trying to stow some suitcases on top of each other behind the toilet door... They finally manage to get them all in and the rear doors close.

In stead of engines firing up, discussions start in front... The captain's voice comes on the PA to tell us that we are overweight and some ballast will have to be taken off... The doors open, out comes all the luggage behind the toilet door. This reveals a few sandbags of each 25 Kg. Apparently, these are necessary to keep the ATP stable in flight when empty).

The whole thing takes another 20 minutes by the time some passengers are getting nervous. Fortunately, they are mostly French speaking and the cabin crew only speaks English. A French speaking girl is hauled on board to re-assure all connecting passengers that most of their flights are probably late as well... Finally at around 1215 (one hour later than the scheduled departure) we start the engines.

EGATS OUTPUT

While taxiing, the cabin crew demonstrates the use of life jackets.. For a flight from Brussels to Paris? Maybe if the landing gear of the ATP does not extend properly, the preferred emergency landing site will be the Seine River ?

By now the captain comes on again to tell us that our flight time to Paris will be roughly one hour. Turbo prop speed of course... Some passengers now realise their hopes of catching their connections only depends on the lack of punctuality of AFR on the other flights, our own one to Toulouse included..

We learn that we will be disembarking at the brand new AFR terminal 2F in Roissy... We even get vouchers for a drink to celebrate its official opening. We'll have to gulp it down, because we'll have exactly 10 minutes between landing and take off. Luckily, 10 minutes is exactly how long it takes to run from terminal 2F to terminal D, where our Toulouse Flight will hopefully still be. Sadly, a Turbo prop cannot dock on a jetwalk and we get a "sight seeing" tour of Paris Roissy. On the way, we pass terminal D, and we can probably see the aircraft we're supposed to be on.

Since terminal 2F is so new, no clues are given as to how to get to terminal D. Young, energetic girls are holding up papers with "Mexico", "New York", etc... No Toulouse sign of course... Randomly following one of the three directions pointed out to us by Air France ground staff, we start running to terminal D...

After a brisk jog through terminals F and E, we arrive at gate 58D. There a policeman shouts STOP and asks our passports. From Paris to Toulouse? Yes...Shengen only applies from Brussels to Paris... It's not valid within France.

EGATS OUTPUT

After we find our passports, and get down to the gate, the TV monitor says "STRASBOURG"!?! Another passenger tells us that the signs are broken and that indeed this is the Toulouse flight... As we enter the aircraft, we are greeted by AERO-POSTALE staff, looking like mailmen and women, except with wings on their uniform rather than some sort of trumpet. It's the airline of the French mail. Cargo at night, they are quickly changed into passenger configuration during day for ad-hoc charters...

The plane looks completely full. Our seats are at the back. Naturally, there are people sitting on our seats. But amazingly, they have boarding cards with the same seats on as we do. Wonderful things, computers. Stew says: "No problem, happens all the time, there must be 5 seats left somewhere in the plane, just find them and sit down". After a few minutes the doors close... We're all struck by a Déjà-vu feeling. Nothing happens: no pushback, no start-up, no take-off.

After 10 minutes and some discussions the PA blares: "Is Mr BEN DAOUI on Board ?" after several repeats and another 10 minutes, the captain announces: "Ladies and gentlemen, we are missing one passenger and because his luggage is on board we cannot depart. We will unload all the luggage, find his suitcase, and remove it from the aircraft. This will take 5 or 10 minutes. Sorry for inconvenience".

Exactly one hour later the captain announces that Mr BEN DAOUI's suitcase has been found and has been removed from the aircraft.

Exactly at that time Mr BEN DAOUI walks in. On a connecting flight from North Africa, he did not realise that Europe had switched to Daylight Saving Time. With his suitcase back on board, we finally take-off. By the time we get to Toulouse, we spend more time sitting in planes on the ground than in the air...

Unfortunately, upon arriving at Toulouse, we find that Blagnac, the airport is a busy little place and the Intercom informs us: "Sorry Ladies and Gentlemen, but as we are run-

ning late, our gate is taken by someone else and we'll have to wait a while until the other plane leaves".

We finally disembark and go to pick up our luggage. After only a good 30 minutes waiting, we only got 2 suitcases. Not bad, considering we left with 5. We are directed together with about 20 other passengers (Mr. Ben Daoui not being one of them), to a small office outside to fill out the necessary forms. The computer happily tells us exactly where the 3 missing bags are. Not in Toulouse, unfortunately. The bags will be delivered to our hotel, and we're told to go to another office to collect a "present" (a T-shirt and a tooth brush) for the inconvenience. The desperate person occupying that office can only say: "Oh! We lost so many suitcases yesterday, that we ran out of everything. Sorry".

By that time we missed the bus the Organising committee had put at our disposal to get to our hotels... Finally the bus came back and we had the pleasure to be driven, the 5 of us, in a 60 seat bus all for us. We reached our hotel at 7 PM...

I will not bore you with the return flights problems other than to tell you we were first denied boarding on account of overbooking in Toulouse, to be finally allowed in at the last minute, where later the stewardesses got the counting wrong on board and had to disembark one passenger, but they misspelled his name and disembarked (by force) the wrong passenger who unfortunately did not speak French...(wondering how they got the luggage of those 2 sorted out later ?...)etc...

Morale of the whole story :

I am wondering why airlines are constantly complaining about ATC efficiency and about delays caused to them by ATC when we see this.

Are they suggesting we in ATC should operate on the same standards as their luggage handlers and subcontractors are operating ?

I really wonders if sub-contracting services to (much) lower salaries companies really pays off in the end ?

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Many Passengers discovering (like us) AIR FRANCE, given the choice next time, will either choose another airline or take another form of transportation. This is bad for the industry we are in.

Final remark : The problems with the World Cup tickets weren't really a surprise for us...

DP