



THE
ECLIPSE
500

**The ECLIPSE 500
Sports & MUAC
Legal Issues Workshop**

spring 2007

Dear EGATS Members,

That time of the year when IFATCA, the International Federation of Air Traffic Controllers' Associations, organizes an Annual Conference is fast approaching again!

Every year, EGATS gives the opportunity for a member to join the EGATS official delegation with the new-comer policy. This might give you the chance to participate in interesting meetings regarding our profession, with professional

and technical committees set up to discuss the main issues and the way forward. If you have never been previously selected and you have been an EGATS member for at least 2 years, you are eligible for the ballot! If you are interested and motivated in attending, or you just want to know more, mail us at raffaele.vigorita@egats.org. Closing date for applications is 19 January 2007, and the winner will be announced over the following weekend. In case you will be selected to attend, EGATS will make all the necessary flight, accommodation and attendance reservations and will reimburse you upon returning, subject attendance to the meetings. You will have to make sure you can take the time off with the Roster Office and subsequently will be possibly awarded Special Leave for the 5 days of meetings.

The 46th IFATCA Annual Conference will be held in Istanbul, Turkey, from 16 till 20 April 2007. For further information about the venue, visit www.ifatca.org or www.ifatca2007.com.

GOOD LUCK!

Dear EGATS Members,

In the coming months three valuable members of the EGATS Executive Board will step down from their functions due to personal reasons and another will be up for re-election.

Paul Hooper will step down, leaving vacant the post for Treasurer. We all thank Paul for the great job he performed as treasurer over the past 457, ehm, many years in this function. His help and contribution helped keeping a constant watch over a healthy and transparent finance situation, and his efforts, sometimes frustrated by uncooperative third parties, were always highly appreciated. Thanks Paul!

Martin Norris will also step down from the Executive Board, leaving his post as Executive Secretary. His efforts and contributions will surely be missed, but we hope he will continue to support the EGATS EB even from outside, as he is highly respected by his colleagues and his help definitely needed. Thanks Martin!

Patrik Peters will step down following his election as EVP-EUR for IFATCA. He had served EGATS as President, and after many years on the EB bringing his valuable experience and inside knowledge, he has finally decided that is time to move on and pursue other goals. He will always be there for EGATS, wherever it will be necessary. Thanks Patrik!

So if you would like to join the EGATS EB and be ready to contribute for the good of our profession, you are the right person!

At the next AGM on 19 March 2007 (details to follow), we are looking for a suitable person who will be ready to pick up the good job left by Paul as Treasurer and we would welcome any other EGATS member who would like to stand for election to join the EB to contribute in other ways for the good of our membership.

Don't waste this opportunity!

Your EGATS EB



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Anybody who forwards this information outside the EGATS membership without the express, written approval of the EGATS Executive Board will be proposed for expulsion at the next AGM for acting against the interests of the EUROCONTROL GUILD OF AIR TRAFFIC SERVICES. The articles, letters, opinions etc. contained in OUTPUT are those of the writers who are solely responsible for their content. They do not necessarily reflect the opinion of the EUROCONTROL Guild.

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Again a new OUTPUT specially for you. Hopefully you find some articles in this edition of OUTPUT interesting or that some funnies made a smile on your face.

But in any case there is one page specially for you! On page 6 you will see something that everybody is familiar with, however not so much in an edition of OUTPUT.

Now you can use that bit as scarp paper to work on your article for the next OUTPUT. So if you have any information you wish to share with the rest of us you are more then welcome to send your story (photos are also welcome) to output@egats.org. Just bear in mind if you want it to be printed in the next OUTPUT that you deliver on time as the closing date for the next OUTPUT is the 25th of May.

But even if you have no information to share but would like to comment on this OUTPUT or if you have suggestions, please do not hesitate to contact me or anybody from the EGATS Executive Board.

For the people who are looking forward to the funny bits I have good news, this issue has more of them then the previous issue and we are working on something special for the next issue.

You will see as well that the people at MUAC do more sports then just raising and lowering the footrest according to their fitness-plan. Let's hope for them that this year has even more success for them.

But even if you want to know just a bit more

about aircraft there is just the article for you. Maybe with the next back-pay you can pay the first down-payment..... for the brochure. Never the less nice to know what you could fly once you win the lottery. In the meantime it will be monkey-class to the holiday destination.

And last but not least you will be able to find articles about the projects where EGATS is involved that effect you directly as an ATCO/ATSO. So if you want to be up-to-date this issue will certainly be interesting for you.

And so we hope to have all the bases covered so that you find at least something worthwhile.

Won't keep you any longer and I wish you happy reading.

Robert Klos



(OUTPUT-madness)



Pilot: "... request heading to avoid."

Controller: "To avoid what?"

Pilot: "To avoid further delay."

Hi Everybody,

Here we are again, another year has almost passed. You wouldn't know from the weather outside, but winter is for sure approaching! Traffic numbers are finally starting to drop a little, now that most companies have reverted to their winter schedules. However some don't seem to take any rest, as Ryanair announced a stunning 49 new routes to be opened between the end of October and the end of April. No wonder then that they announced another order for 32 737-800's in September, bringing their total order numbers for the 737-800 to 281 with more options held. They plan to carry the amazing amount of 80 million passengers per year by 2012. A few days ago, Air Berlin announced an order for 60 737-800's. Together with their takeover of dba (including another 25 737's on order) and their order for 60 A320's, this will keep Air Berlin as the biggest low cost carrier in Germany, at least until Ryanair takes over the top spot.

So while others continue to work on their expansion, we are enjoying at least a few weeks of relative calm. After another summer of record traffic figures across the board, at least one thing should be clear to all those involved: we cannot keep going on like this. For the first half of the year traffic in the overall ECAC area grew by 4 % with an average en-route delay of 1 minute. In the same period, the traffic at MUAC actually grew by 5.4 % and average delays were limited to 24 seconds. And all this we achieved without any fatalities be it in the air or on the ground. Although none of us likes to think along those lines, one can not avoid wondering when our luck is going to run out. More and more we are being faced with controller fatigue and as a result with an increased number of AM showing on the rosters. Hopefully those who are involved will come up with a new and refreshing roster

in the very near future. This will allow us to continue to show that we still are the top ATC Centre in Europe, both in terms of traffic handled as well as in the safety record.

Not all is doom and gloom though. We achieved some very positive things in the last few months. The MUAC had the pleasure to entertain the Dutch minister of Transport, Public Works and Water Management, Mrs Karla Peijs, on 17 November for the presentation of the Single European Sky certificate to the Director Eurocontrol, Mr Victor M. Aguado. This makes our centre one of the first to be certified under the single European sky legislation. Another major achievement is the start of the INREP programme. This program of voluntary and anonymous reporting of (safety)issues was put on rails earlier this year. Most of you will have seen the first bulletin that was published in September. Please continue to use the reporting forms provided in the locker room as this program will only work through your input.

The coming year will be one of changes not only for our members in the opsroom, with the advent of the new roster and the introduction of the NFDPS later next year but also for the board of EGATS. The changes that started this year, when Patrik Peters was elected as EVPEUR for IFATCA and I took over as president, will continue after the next AGM, planned in March. Obviously Patrik will not put himself up for re-election, as his current tasks as EVPEUR don't allow him to contribute sufficient time to the board. Added to that, Mr Paul Hooper has decided to step down as treasurer after many year of faithful service. After all the issues involving the membership payments this year, Paul has been working extra hard to get everything sorted out. Thankfully we have already received an offer from one of our members to take over this important job. Hopefully there will be a smooth transition without any more major hiccups. Also

our executive secretary Mr Martin Norris has decided that due to family constraints he will not be able to perform up to the standard he has set for himself. As secretary he was responsible for a lot of organisational issues and his will certainly be big shoes to fill. Including my own post, as I'm up for re-election, this will give us a total of 5 open positions on the board. I sincerely hope that at least some of you will be willing to step up to the challenge and join the EB, as without the help of some new people it will be extremely difficult to continue the work of the board. If you want to know more of what



is expected of you when you join the board, feel free to approach any of the EB members in the coming days/weeks.

With that I will leave you now to enjoy the rest of the magazine. You can read articles on the IFATCA Regional Meeting in Sofia, a further update on the MOSAIC project and an article on Very Light Jets and much more. To conclude I would like to wish you all a Merry Christmas and a very Happy New Year.

Professionally Yours,

Ivo van Weddingen

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winter 2006

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Photo cover: ECLIPSE aviation
All other photos are taken by the writers of the
articles if not specified.

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EEC Albena 2006

Martin Norris

The European Controller's Cup. It's not easy writing about something you can barely remember 3 years on the bounce. Seriously. Ok, there's one every year, and it's usually around the end of May. Pretty sure they've been doing this for a long time too. Check the books. If you really want to hear about this, then it starts like this.....

Around 40 teams, representing various air traffic control centres in Europe, invade a host city for a week. It seems like there are approximately 3000 men in attendance at this annual festival of football. No joke. And no women either. The horde arrives on the Monday, departs on the Saturday. Somewhere in the middle a few football matches break out. This year's extravaganza took place in Albena, Bulgaria from May 15 - 21. I was there. Photos prove it.

Right, so it's the standard football tournament setup. Eight groups of five teams this time. And this year we were drawn alongside Belgrade, Copenhagen, Bordeaux, Zurich and Brussels. Matches commence early on the Tuesday morning once the infamous welcome party is done and dusted the previous night.

Normally, participating teams indulge in themed or coordinated attire for the aforementioned barn dance. Generally, it's an exaggerated version of a national stereotype or national dress, a little less frequently we see some freakish costumes that make no sense at all. At all. I'm very sorry to say that, this year, our team fell into the latter category. Answers on a postcard please.....

So with that debacle consigned to the annals of history, we make it to Tuesday. Quite an achievement. With a large squad capable of covering injuries/hangovers/sunburn we go into the opening day in confident mood.

Matches are 20 minutes each half and three are scheduled on day one, two for day two. Doesn't sound like much (in reality it isn't) but when the nocturnal activities are taken into account... and the heat... well... different story. This might sound like excuses already. It gets better though. Promise.

First up is Belgrade, who grind out an ugly 0-0. A fairly disappointing result. Especially with stronger opposition yet to come. Bordeaux are next, we batter them 3-0. Same scoreline when we take on Brussels late in the afternoon. So, that makes 7 points from a possible 9 on day 1. Cause for celebration of course.

Day 2 of the football, Wednesday. Two matches scheduled and our main rivals for top spot are Copenhagen who we face in the morning. Tight match, 3 goals all coming from the penalty spot. Maastricht 1 Copenhagen 2. Going into the final group match against Zurich needing at least a point to secure qualification, mood in the camp is buoyant. In the end it's a stroll, 1-0 Maastricht. Even more cause for celebration. Of course.

The draw for the knockout stage is made and we find we are up against Vienna on Thursday morning in the last 16. Legs are tired, heads are sore but this is what we trained all year for, right? Wrong. No early night, the lure of watching the Champions League final in a nearby bar/shed is far too appealing. That starts it all off again...

In great shape, we line up against Vienna on

Thursday morning. Shocked at conceding an early goal (our first from open play in the tournament so far), we battle back into contention in the second half. Two very late goals secure our safe passage into the last 8. Uncharted territory. Our 1/4 final opponents come in the form of the Canary Islands, a team that knocked us out 2 years before, in Leuven, at the previous hurdle. We never really got going after conceding two very early goals in a bad tempered match, eventually succumbing 3-0 to a better team. And that abruptly brought our run to an end in a competitive sense.

With bragging rights still to play for, the playoff games are scheduled on Friday, the day of the final. A loss to Marseilles in the morning meant we faced Copenhagen again for the 7/8th place playoff. This time victorious and achieving a creditable 7th place finish in the tournament.

With the competition over (winners: Brest), the only thing left is the farewell party. A tame affair compared with the excesses of the welcome party. In my experience, it's always been a more upscale event too. But people are generally already planning their departure at this point. Can't blame them really after an arduous week long ordeal.

That was ECC 2006. Everybody had a great time. I think. And all the villages got their idiots back safely. Next year, Amsterdam.

All in all, gratitude is extended to all those who played their part in organizing our mob this year. Great job.



WARNING!

Have you ever felt like too much was being demanded of you?
Did you ever feel like you were losing the picture?
You may have been experiencing an overload!
If this happens to you, fill out the overload report.
It will protect you, and can be used to prevent the same thing from happening again in the future, to you, or to others
Take this seriously, as safety starts with YOU!

Did you ever feel like you were losing the picture?

**You may have been experiencing an overload!
If this happens to you, fill out the overload
report.**

It will protect you, and can be used to prevent the same thing from happening again in the future, to you, or to others
Take this seriously, as safety starts with YOU!

The Very Light Jet

Ive Van Weddingen

photos: ECLIPSE aviation

After the articles in the previous editions of Output about the 747 and A380 it is now time to look another side of the aviation industry which could have a great impact on our profession in the near future. I'm talking about the advent of the Very Light Jet (VLJ) or Microjet. According to the definition Very Light Jets are small jet aircraft with a maximum take off weight of under 10000 lb (4450 kg). They are approved for single pilot operation and seat between 3 and 6 passengers. They are designed to have significantly lower operating cost than even the smallest business jet on the market till now and they will be able to operate from a runway as short as 900 m.

The big question being asked at the moment is where these aircraft are going to fly. It is generally expected that most of the VLJs will be used in the air taxi role, flying from some of the less congested airports around the world. In the USA there is a potential of 5000 small underused airports where VLJs could operate from. According to an FAA study, there could be about 5000 VLJs in service by 2017 regularly serving an estimated 675 airports in the Continental USA alone. This would result in 7.7 million trips within the USA being made on VLJs in 2017. It is feared however that most of the movements would still be concentrated on the top 5% of airports, where 95% of travellers fly from now. This could potentially result in a tripling of the number of take offs and landings a controller has to handle. The traditional big airlines are worried that the advent of the VLJs will lead to serious congestion around major metropolitan areas. As for the en-route sectors, due to the high cruising altitudes of the VLJs they will frequently operate at similar levels as other jet traffic, but at greatly reduced speeds. Some people have compared it with driving your bicycle on a motor way. As there is no difference for a controller looking at a radar screen between a VLJ and a Jumbo jet it is clear that we have to prepare for this phenomenon. One of the ideas being studied by the FAA is the use of satellite based navigation which, in

combination with powerful computers could transfer some or all of the separation responsibility from the controllers on the ground to the pilot in the cockpit.. This would allow aircraft to fly closer together resulting in more efficient use of airspace. It is to be seen how soon such a system could possibly be in place and what the reaction of the flying public will be. We will now have a more detailed look at some of the Very Light Jets in service or development

The Eclipse 500:

At the 1997 Oshkosh Airshow Burt Rutan's Scaled Composites in conjunction with engine maker Williams International presented a concept of a twin engine small business jet: the Williams V-jet II. This all composite design featured a forward swept wing and V tail. The two engines were placed under the twin tails. Although not intended for production, the design attracted so much interest that a company was set up to further develop the concept: Eclipse aviation was born in 1998. CEO Vern Raburn was one of the early business executives at Microsoft and through him, Bill Gates became one of the major stakeholders in the project. The V-jet II was redesigned into an all metal structure with a straight wing and T-tail. It was decided early on that in order to be cost effective, new manufacturing techniques would have to be developed. One of the primary processes developed was friction stir welding, in which the skin and underlying aluminum structure are welded together rather than riveted, as traditional for aluminum aircraft. Anti-corrosion bonding techniques were also developed. Also in order to speed up production, techniques from the automotive industry were adopted. One of the advantages is that the complete interior of the aircraft can be installed on a moving assembly line in 45 minutes. The cockpit is designed to use the latest glass technology, a feature normally not found in such lightweight and low cost aircraft. When testing started it became clear that the original Williams EJ-2 engines were not performing satisfactory and an approach was

made to Pratt & Whitney Canada to come to the rescue. They modified one of their engines into the PW-610F and after the initial delay as a result of the engine change, flight testing could finally start in 2002.

Provisional FAA certification was achieved on 27 July 2006, followed by full certification on 30 September 2006 after a redesign of the wingtip fuel tanks. Before this time Eclipse Aviation had already sold 2500 aircraft, a number unheard of in the history of civil aviation for an unproven design. However with a price of US \$ 1.52 million and an estimated operating cost of US \$ 340 per hour it is no miracle that the aircraft has achieved such impressive figures. They plan to deliver 50 aircraft before the end of this year, with up to 500 planned for 2007. Production would peak at 4 aircraft per day (!) in 2008.

The biggest customer for the Eclipse 500 until now is DayJet. This Florida based startup is planning to offer Air Taxi service using a fleet of 250 E-500's starting in late 2006.



General info Eclipse 500:

Length: 10,1 m
Wingspan: 11,4 m
Height: 3,4 m
Pilots: 1 or 2
Passengers: 4 or 5
Max Takeoff Weight: 2699 kg
Speed: 370 kts
Range: 2080 km
Service Ceiling: FL410
Takeoff distance: 660 m
Landing distance: 620 m



The Very Light Jet

The Other Players:

Just beating the Eclipse 500 for the title of first fully certificated VLJ was the Cessna Citation Mustang. Cessna claims the prototype Mustang is probably the best and most complex aircraft ever made by the company. First flown on 23 April 2005, a total of 3 prototypes were put through a fast paced testing program with up to 3 flights per day. This resulted in full certification being achieved on 8 September 2006. First deliveries to customers will follow in early 2007. Although the Mustang certainly qualifies for the VLJ label, Cessna

is reluctant to call it that. This is in part due to the close relationship with the rest of the Citation jet line as well as the direct operating cost, which are more in line with traditional business jet operations. Cessna markets the

Mustang as an entry level jet. An ideal first jet for the newcomer to business aviation, or the ideal stepping stone for somebody who is upgrading from turboprop to pure jet. A closer look at the specifications will confirm that the Mustang is indeed a VLJ. With a service ceiling of FL410 and a speed of 340kts the Mustang will carry 4 or 5 passengers over a distance of 2400km. The maximum takeoff weight is about 4000kg. It is powered by a different variant of the Pratt & Whitney engine developed for the E-500 namely the PW-615F. Designed with a fully integrated Garmin G-1000 glass cockpit, the Citation Mustang does cost almost twice as much as the Eclipse 500. A Mustang will set you back US \$ 2,62 million. Until now about 250 Mustangs have been sold to various customers.

Another player on the Microjet market is Adam Aircraft Industries with their Adamjet A700. This aircraft is based on the A500 from the same company. This twin turboprop was originally designed by Scaled Composites as the Adam M-309 and features twin tailbooms with the two engines mounted at the front and rear

of the central fuselage pod. This provides for a number of benefits should one of the engines fail in flight. The first flight of the all composite A500 was in 2002 and the 5th production aircraft was delivered to a customer in November 2006. Fairly early in the program it was decided to develop a microjet based on the A500 and this became the A700. Obviously some change had to be made to the design. The engines moved to two pods housed on the rear of the fuselage. To counterbalance the weight of the engines, the fuselage was stretched by 4 feet in front of the wings. First flight took place in August 2003 and to date over 600 hours of

testing have been performed by this aircraft. It was joined in February 2006 by a second aircraft and it is expected that certification will be achieved either at the end of 2006 or early in

2007. Powered by two Williams FJ-33 engines, the performance of the A700 is very similar to that of the Mustang and E-500. It can carry up to 7 people although the range is slightly less in that configuration. It is priced at US \$ 2.30 million. Some 280 aircraft have been sold to date.

By far the most exiting microjet to be developed to this date is the ATG Javelin. The Javelin is a joint design from Aviation Technologies Group (ATG) and Israeli Aircraft Industries (IAI). This two seater jet is not only aimed at the VLJ market, but also doubles as a jet trainer for various air forces. The jet was designed from the start to look and perform like a fighter aircraft as it was the wish of the chairman and founder of the company, George Bye, to bring military style and performance to the world of general aviation. The Javelin makes extensive use of lightweight composite materials. The first developmental prototype took to the air on 30 September 2005. Since then several design changes have taken place, amongst which an increase in wing size, enhancement of lift devices and improvement of the cockpit open-

ing mechanism. Earlier this year the cockpit layout was also changed including the change from a sidestick to a center stick. A mockup of the proposed Mk 20 fighter trainer variant was shown at the 2005 air show at Le Bourget and the first sale to an undisclosed military customer was announced earlier this year. Certification and initial deliveries to customers are expected in 2008 and about 100 examples of this US \$ 2,80 million airplane have been sold to date. From the numbers provided it will be clear the customers will get a high performance airplane for the fraction of the price of a 'real' military jet. The two Williams FJ-33 engines will give it a top speed of 530 kts, a service ceiling of FL 450 and 3.5 hours endurance for a range of almost 1800km. It is also capable of climbing with 9000ft/min and able to take a load of +6g/-3g

There are several more manufacturers developing microjets like Diamond (D-jet) and Cirrus (Cirrus Jet), most of which will enter service between 2008 and 2010. And although most of these manufacturers are fairly small, even an established company like Embraer is now trying to make an entry in this field. Embraer launched the Phenom 100 and 300 in 2005 with an estimated in service date of mid 2008. 50 pieces of this US \$ 2,75 million jet have been sold.

Like I mentioned before it is to be seen what the impact will be of these aircraft on the traffic numbers as well as the development of ATM systems. Although most of the aircraft will be based in the US initially, some overseas sales have taken place and we must expect these aircraft to operate also in our airspace in the near future.





Legal Issues Workshop Report, Sofia 20 October 2006

Raf Vigorita

The day before the IFATCA ERM officially opened, for the first time ever, a workshop on the important subject of legal issues was organized, and attendance and interest couldn't have been any higher. You can find an extract of the material presented to us by a variety of distinguished speakers. Some, as Mr. Cicorella, the lawyer of the Italian ATCO involved in the Linate accident and David Gleave, a respected accident investigators, have been given a bit more space given the importance of their speech, but thanks to the contribution of everyone present, the workshop was considered to be a total success. And for once, I have to agree too!

To open the workshop, lawyer Cicorella was invited and he immediately underlined the power of the media, where for them the ATCO involved in the Linate accident has been the scapegoat since the very beginning, even before the trial had started. In the first phase of the trial, the prosecutor, due to the tragic events, was clearly influenced by the continuous media accusations, and this is also to underline the fragility of the judicial system. In an unbelievable turn of events, the defense was not granted access to the main evidence, the TWR/Pilots recordings. It seemed clear someone was trying to find an easy target, making the situation even more dramatic. The newspapers released a series of erroneous or incomplete details, amongst which the fact that the ATCO didn't catch a crucial report made by the Cessna pilot. The reports were based on the fact that, believe it or not, the media did have access to the recordings. How uncivilized is this?? The defense is denied access, but the media are granted access. However, that false statement was made up by unqualified (on these matters) journalists and their convenient interpretation of the recordings. But in any case it contributed fueling the scapegoat process. The effect of this trend became pretty relevant as it took the attention away, including the one of the prosecutor, from the real problems at the base of the disaster: political and managerial shortcomings

that didn't make possible the installation of necessary and much needed ground radar, and the decision to keep the traffic capacity as high as if the radar was actually in place. The fact that Linate, then the second Italian airport for importance, was obsolete and inadequate for certain operations was disregarded or, to say the least, not fully identified.

But for the public was certainly easier to find a defined person to blame and reverse the anger on. This flow of emotions very much influenced the proceedings, unfortunately. From a legal issue it became a media show up to the point that more than once different parts of official recordings were put together conveniently and fed to the public in such way to provide a very false and distorted idea of the facts. For this reason, at the moment there is an ongoing legal proceeding against the media but at that time, the damage was done. The main objective of the media has never been to inform in a correct and balanced way the public opinion, but rather making a show bringing revenues and be the first one to identify the guilty. How sick is that. The two main elements that determined the outcome of the first phase of the trial was the inability of the prosecutor to close out the media influence and the pre-determined idea that the ATCO was guilty. Even an expert appointed by the judge for technical matters ruled out any possibility of an error from the pilot side. Here, for fairness of information, it has to be indicated that the pilots, although they might have been kind of lost, they were never cleared to cross any runway, they still elected to do so without advising ATC and the black box recordings indicated a substantial increase of engine power and speed while crossing the runway indicating an urgency to vacate the runway that the pilots knew they were never cleared to cross. All these factors contributed in not finding the right direction to verify the truth. The defense was very clear and straight forward: the lack of necessary technology (ground radar) to exercise safely the ATC duties was the first and main reason, then the traffic load was not appropriate given the previous point and third the TWR equipment was obsolete and gave no possibility of monitoring traffic in those foggy conditions. Institutions

and authorities failed to identify and act on the degradation of the airport, but this was probably too general and difficult to associate with a person's fault.

So on first degree, the justification for the guilt verdict for the ATCO was that technology couldn't be blamed (but I would say, the lack of it could!!) or used as an excuse but rather the knowledge and performance of the ATCO detached by other factors (only a genius can come up with this sterile environment, I think) who is supposed to remember each and every sign and marking on the airport surface, notwithstanding the fact that there could be temporary outages, unreported faults, last minute changes under any circumstances of difficult weather operations, heavy workload and stress to be able to identify a condition of danger at all times (can you imagine this possible at Chicago O'Hare? Just give him a radar...). This and only this, was apparently the reason why 118 people lost their lives on a foggy October morning. After the ruling, the medias obviously intensified their attacks on the ATCO that found himself in the dramatic situation to feel closed in a corner with the whole world against him. The ATCO was sentenced for aggravated manslaughter to 8 years of jail time, a true punishment.

After the first degree, at the appeal the ATCO was helped by a technical consultant kindly provided by ANACNA (the Italian ATCO federation) whose main job was to convince the judge and reject the media attacks with well funded and formulated evidence. Three and a half years after the disaster, the court finally allowed the defense to access the official recordings the only true evidence on which the whole trial was based. Finally there had been an official transcript of it, enabling to further investigate the causes of the accident and the direct responsibilities of both ATCO and pilots. From a position of total guilt of the ATCO, it became more and more evident that there had been a "careless", if not criminal, behavior by the Cessna pilots in crossing the active runway which was totally disregarded thus far. In the appeal, taking finally into consideration most of the aspects that determined the tragic outcome of that



Legal Issues Workshop



day, the ATCO was sentenced to negligence carrying a jail time of 3 years, 5 less than the first grade, giving the definite idea that the first phase of the trial had committed clear and gross mistakes in the judgment.

The feeling given by this appeal sentence was that the judicial system is totally inadequate to rule on such professional and specific aspects of ATC and the inappropriate pressure of the media and politicians heavily influenced the outcome. According to Mr. Cicorella, it would be more advisable that the civil courts (and not the penal ones) would deal with these matters where the opinions and findings of designated experts are readily available, highly professional and play a more significant role in the final judgment. This is needed in order to avoid that a judicial disaster adds up to an already painful human disaster. And the media should be left out till the trial is concluded, no way around this. In any case, the third phase of the trial is ongoing, and I will keep you up to date as soon as more information is available.

After this long but painfully interesting report, Eurocontrol's Frederique Pothier the lack of harmonization on liability principles, since they fall under each individual Nation's framework. There could be administrative sanctions (revoking the license) or criminal liability (where you are on your own facing a trial, not even your employer can really help you) or civil liability (financial compensation) where normally the employer is cited because normally richer than the single person. Interesting for MUAC, and for future FABs, is the liability issue, as different countries have different rules. Do we know enough about this in MUAC?

Some facts for you: recent trends show that there is an increase tendency of criminal proceedings against ATCOs. This obviously triggers a reporting "fear", but less reporting means less awareness, less awareness means more incidents, more incidents means more proceedings. Ultimately it's a vicious circle. From here, the clear need for Just Culture, duty to report but not being punished for it. Obviously gross negligence, willful violations and destructive acts will NOT be tolerated, but

actions, omissions and decisions deriving from an ATCO performing the job's tasks must not be punished. In the Annex 13 of the Chicago Convention, section 4-2 says that "records should not be disclosed" and section 8-3 says that "voluntary incident reporting system shall be non-punitive". Eurocontrol directive 94/56/EC gives guidance for States, but the ultimately retain the final decision. At national level, the administration of justice, access to information, freedom of information and liability regimes differ significantly from country to country. However Eurocontrol's guidance material reads that States shall refrain from initiating proceedings. The challenges are the power of the judicial authorities, the protection of safety information, the liability issue and the trust in the system. The way forward is to review and provide a picture of applicable legal framework, with cooperation between justice and ATM/safety experts, for the public interest, for the safeguard of the respective professions and their roles, to address grey areas (honest mistake? gross negligence?), to initiate a dialogue justice/safety with a collaborative approach, to develop the best practices and policies. Obviously, it's easier said than done.

Eurocontrol's Radu Cioponea said there is a need for safety data, legislations and just culture. It's time to act or we will be missing a golden opportunity. Report. Report every day. He said that justice, in any case, might not understand and they are not supposed to, otherwise they would need to be able to understand about brain surgery, bio-chemical engineering and so on. I kindly disagree on this, as justice will eventually judge me and sentence me. So how can I accept they are not supposed to understand but yet judge me? This is why I agree with Mr. Cicorella when he envisions ATC matters treated by civil courts, also because they are much more technical as they have available a vast range of technical and professional experts. In any case, Mr. Cioponea goes on saying that most of our society is based on trust: pilots trust ATCOs, and vice versa, both pilots and ATCOs trust justice to protect them in everyday life if something should happen, so why can't there be a trust between ATCOs and justice in relation to the profession?

IFATCA President Marc Baumgartner said that States are ultimately responsible for law and order, so what we are asking is basically to rock constitutional issues. Maybe not impossible, but definitely a daunting task. But there is a need for the system to understand our profession, to understand that mistakes happen not only due to the human factor, which is only the last step of chain of events usually. They need to understand to be able to judge if some procedures that don't meet the safety requirements or faulty airspace design and traffic complexity have led the ATCO to the mistake. They need to understand we are not criminals, just professionals performing our job at the best of our abilities, some times in less than ideal situations.

David Gleave, a worldwide respected accident investigator with an impressive pilot, engineer and psychologist background, presently involved in the GOL mid-air collision over the Amazon and the crash of the Comair CRJ200 taking off from the wrong runway in Lexington, Kentucky, gave as usual a very effective safety presentation.

He explains that the Rules of the Air state that the Commander is responsible for avoiding terrain and obstacles, avoiding collisions on the ground and in the air, and avoid weather. ICAO Annex 11 sets the ATS objectives, but they are "just objectives". What does Annex 11 define as safety responsibility for an ATCO? Fifty-seven times the word "Responsibility" is mentioned and none related to safety for an ATCO. Is then an ATCO responsible at all for safety? PANS ATM reference to responsibility for an ATCO is only defined for post-TCAS situations.

In any case, it's vital that an ATCO knows the procedures and individual contingency procedures too. Do you know what to do in the event that any 2 pieces of equipment fail at the same time? Have you been told how to diagnose that problem? Have you been trained for that? Do you have procedures? Do you know them? Have you reported any deficiency?

In case of emergencies, it would be best to



IFATCA LEGAL ISSUE WORKSHOP

20TH OCTOBER 2006
SOFIA/BULGARIA
PRINCESS HOTEL

WITH ONE FOOT IN COURT?
LEGAL TRENDS AND CHALLENGES



Legal Issues Workshop



have a basic knowledge and check list related to each aircraft specifications (I think Lippe has those already), with laid down procedures for each type of emergency, and most important, be trained on each of those procedures.

Something important to remember is that LoAs are NOT legal documents but rather friendly agreements (I give you this traffic at that level, my telephone number is such and such, this sector is called this name and so on...) and therefore cannot be used in court to defend you. Furthermore, the issue of delegated airspace, very common in LoAs, means that you will basically provide a service in another country for which, most probably, you are not licensed for. Have you ever thought of this?

Airprox investigations are fundamentally flawed as it is proved that are open to bias by the investigator and do not represent the risks correctly. Statistically 84% of human errors are classified incorrectly, thus giving wrong recommendations and therefore no result at all, at best. One major suggestion to all staff, at every level, is to be ready, prepare and practice what will happen after a serious incident (or worse), or you will get your things wrong, especially in court and with the media. Do you even know where you would stand trial if you were controlling airspace over different countries, or in case of MUJAC, if you were controlling an airspace other than the Dutch? Do you have an insurance to cover legal costs in case of criminal prosecution? Remember that your employer is not your legal team, so you will have to pay!

Ideally speaking all current operation procedures and engineering equipment have been subject to a professional risk assessment for suitability, but do request and keep requesting poor procedures to be revised, ensure that you have your minimum emergency training and the SMS (Safety Management System) should be in place and staff trained.

Report shortcomings, this can definitely be used to help you, should you be in need. If you don't report, that's negligence. If something is broken, NOTAM it. Document your findings but still follow the procedures. Don't let your daily practices work around rules, don't short-cut safety. Deviating from published procedures

steers things into the personal responsibilities, difficult to defend. Remember, if you get in trouble by following the laid down procedure, you will find yourself in a defensible situation. If you don't follow procedures, even if you try to perform better, if something goes wrong you will find yourself in a difficult situation.

The SMM should define your responsibilities, the CEO the safety policy, internally there is a definition for individual responsibilities and accountabilities, definition of hazards to be managed, target level of safety, risk assessment process and risk management process. As for the ATCO responsibilities, you have a duty of care: turn up at work on time, be fit both mentally and physically, no drugs and alcohol (except coffee and cigarettes!), keep a positive spirit to do your best when at the position, apply procedures to the tasks defined by management using the equipment and your skills, knowledge and experience.

In any case, if you get in real trouble, give him a call at +44.7714449565 or mail him at spotwelder@hotmail.com !

After such a comprehensive presentation, Miss Nadine Pilon gave an overview of the European media and how they had reported ATC accidents in recent years. It was mainly noted that media interest is driven mainly by major accidents with casualties, or chain of disasters with political involvement, geographical proximity and if the judicial system is involved too. Normally all this leads to a very poor image of the ATM system, the system complexity is never taken into account, and there is mostly a blame culture. Reporting of ATC matters was heavily affected by political bias and inaccuracy of information. The main question is: does the low profile of ATC and its image still fit with society values of transparency and accountability?

To wrap up this intense day, Philippe Domogala underlined the importance of the power of the media, that can decide who is to blame before proceedings even start. There are misconceptions about our profession, there is an urgent need to stop the criminalization of reporting. We need the reporting to improve. And the

search for individual guilt should also stop, as technical failure and system shortcomings should also be accepted as part of the of the investigations.

As you see, a lot of important issues were tackled during this workshop, but many questions remain unanswered and too many doubts still crowd our minds. We need institutions to do more for our profession, as Marc said, we are not criminals! If something goes wrong, don't look for a scapegoat, but have the courage to dig and look for the real reasons, only that way you can improve the system and prevent similar situations to happen again. Or else, the failure will not be identified and we will be simply waiting for the next accident to happen. Remember, human error is only the last step of a chain of events!



A reporter was interviewing an old Scandinavian fighter pilot, asking him how it was in the war.

"Vell," said the old guy, "vee used to fly up dere and dogfight dem Krauts. Ya, vee used to shoot dem German fokkers outta da sky."

"For the benefit of our viewers," interrupted the reporter, "we should explain that the term 'fokker' refers to a specific type of German fighter plane."

"Vell ya," said the old Scandianvian pilot, "but those fokkers were Messerschmitt's."

Blood, Sweat and a Wooden

Spoon

Rob Parker

A beautiful summer's day in Reims was the setting for Maastricht UAC's first ever appearance in the Controllers Rugby Tournament. Months of preparation directed towards this one day of competition, the culmination of which was a late afternoon clash with Brest. It was a close affair, with Brest taking an early lead, but Maastricht fought back, throwing everything at the opposition. With the youthful Thomas Schneider still tearing around the field, quite often in the wrong direction, and quite often off-side, Maastricht were able to stay in touch.

His try saving tackle, in the second half, keeping Maastricht in the game. Maastricht were still 2 tries – 0 down but the tide was beginning to turn. The Maastricht attacks were becoming more frequent and more penetrating as the game wore on. With time running out the twinkle-toed Johan van den Hauwe received a pass. Up to this point Johan was keenly dropping everything that came his way, but on this occasion he defied his butter fingers, tucked the ball under his arm and then proceeded to dance his way around several would-be tacklers before finally being brought down. From the ensuing ruck the ball came quickly and was moved swiftly through the backline before Martin

Norris supplied a deft pass to his winger, who eventually touched down for a well deserved team try. Only 2-1 down now, and the momentum clearly with Maastricht. With tails up and determination etched on every face Maastricht prepared for a grand finale, but alas, the try was the final play of the game, and of the day, for the Maastricht UAC Rugby Team.

It had all started many months before, with training sessions on the cold, wet playing fields of Ulestraten. Initially there had been much enthusiasm, many had not played rugby before but plenty were interested and wanted to give it a go. The recipe to succeed in rugby, as in

most sports, requires certain ingredients, skill, experience, physical fitness and commitment. At the first training session it was immediately realised that we were not endowed with those particular ingredients and a new recipe would be needed. Many had not seen a rugby ball before, for most of those who had, it was at school where they had last carried a rugby ball in anger. Physical fitness was something we could work on, but our biggest problem would be our work commitments, this would prevent players dedicating themselves to the team and even attending the tournament. The loss of several key players was a severe blow, the elusive, side-stepping Ankers, the hard-tackling Burridge, the bull-doing Noon, players that could make all the difference in a tight situa-

continued unabated, producing some memorable moments, there were tough sessions, as Robert Klos will bare witness, arriving at work one morning with a pair of black-eyes and a crippled hand that could only pathetically prod at his mouse.

Eventually we mustered together 11 players, and one supporter, a champagne quaffing Herman Mertz, destined to play until a nasty ankle injury put him out of action and onto the sideline where he would silently cheer us through every high and low. And so off to Reims we set, with a shortage of players but the promise that we could borrow several spares from the Toulouse Institute team. Maybe they could supply the necessary ingredients we required



tion. While we struggled to marry our rugby commitments with those of our workplace the French opposition teams prepared unhindered, a serious handicap. We had to look at our positives, and what we did have was bulk, a splendid commodity in the physically tough game of rugby. And in the shape of Martin Pellegrine we had plenty of it, anybody who's witnessed 120Kg of English beef in full flight knows what a fearsome sight it is to behold, virtually unstoppable. Unfortunately, with his more athletic years behind him, Martin will only be encouraged to muster full flight if he feels his beer or food is at threat. Our training

for success, a slight, but short-lived optimism passed over the team.

Arriving at the playing fields the following morning we were greeted by our new recruits and with the exception of one or two, it became apparent that our new teammates did not possess the desired ingredients we needed. It was quite clear that most of these guys had been dragged away from their radar screens kicking and screaming in protest. Rugby was not their sport. Heading in to the first game we were all too aware of the attributes that we did not possess, however what we did bring to

the game was hangovers. Oh yes, the Maastricht UAC sporting tradition was proudly upheld. The Reims welcoming party, the previous evening, had been enthusiastically embraced, the Maastricht team attacking, with relish, any alcohol that dared sit idle, and all too quickly forgetting the challenges that lay ahead.

We took to the field in 30 degree heat, clutching our heads and racking our spinning minds for a suitable reason to leave the playing field. With no reasons forthcoming we allowed the referee to start the game. We threw ourselves into the game with an uncoordinated gusto that defied our aching heads, but our inadequacies left the result in no doubt. A defeat. The only memorable moment of the game saw the loss of Jochem Schraa, a fearless competitor. So fearless that he was quite prepared to use his face in attempting to stop an opponent. This rather unorthodox method of tackling was soon put to the test. Jochem forcefully crashing his forehead directly into the very solid and formidable size 45 boot of an opposition player. Needless to say Jochem's face lost that battle, the net result of this action being a trip to the hospital and several stitches for Jochem and a try for the opposition. But it was this type of commitment that would get us through the day.

Our next two games against Bordeaux and Reims, saw some significant improvement, and although on the defensive for most of the time we were occasionally able to get ourselves into attacking positions. The forwards were battling hard and occasionally winning some good ball for the backs to use, and it was these backs that we had started to pin our hopes. Up to now the backs had been patiently waiting for quality ball with which to show their attacking prowess. So far they had been restricted to defensive duties and defending was proving not to be their strongest suit. But with the tactical genius of Norris, pulling the strings from fly-half, the "Maastricht Express", Hugo Gernez, on one wing and the "Scottish Wing Wizard", Jimmy Telfer, on the other, all we needed to do was get them the ball and surely scores would come..... or would they. Well not just yet, both games although feisty and well contested,

ended in defeat.

By this stage our age was starting to catch up with us and injuries were now becoming a factor. New injuries, old injuries, imaginary injuries, whether the injury was black, blue, swollen or bloody we would rub it, spray it or wrap it in something in the vain hope we might restore some vitality to our condition. With our numbers reduced by injury, even more had to be asked of the remaining players and Mark Ashton stepped up to the mark. Always putting the team first he displayed a versatility seldom seen on a rugby field. Whether asked to muscle it out in the scrum or make last-ditch tackles from full-back his response was always the same "Yeah sure, no problem" and then with a blank expression would ask "but what do I have to do?"

We were now out of the main competition and left to battle for the minor places. The next opponents were Paris. Another defeat, 2 tries - 0. That scoring touch remained elusive.

And so on to the final game against Brest, a game which would decide last place and the destination of the dreaded wooden spoon. Blighted further by injuries, desperate measures were called for, and they were answered in the shape of Eric "Big Ron" Ong. So far Eric had spent the day shrewdly analyzing the game of rugby from the touchline, studying techniques and tactics. Or so I had thought. It transpired that much of his attention had been drawn towards the finely formed French female rugby players, splendidly galloping around taking part in an ATC rugby tournament of their own. Despite these distractions Eric took the field with his usual determination, keen to make an impact. With his solid, muscular (and permanently bronzed) physique he was sure to be a handful for any opponent. Or so I had thought (again). Unfortunately God had dealt Eric a cruel hand, for despite his many sporting attributes Eric had been blessed with the hamstrings of a ten year old girl, and it was these hamstrings that prevented Eric from making a crucial try saving tackle. For when he should have been grasping at the opposition winger he was left grasping the back of his legs, with that all

too familiar look "I think it's gone again". We soldiered on, with Cummins becoming more and more prominent, no not Paulie (another victim of the roster, reluctantly left in Maastricht to ponder the complexities of the spin pass) this was his brother Dave Cummins. At every opportunity Dave would hurl himself at the opposition defenders, intent on breaking through, he had no regard for his own safety and even less regard for his teammates desperately screaming "pass the f***ing ball!!"

And so despite all the obstacles and all our efforts we still collected that symbol of defeat, the wooden spoon. After any sporting disaster, questions are asked and scapegoats are demanded, and usually fingers point towards the captain, coach and manager of the team. Who was this inept captain who could not rally his team to victory, well, that was me. And who was the incompetent coach whose tactics were so comprehensively inadequate, well, that too was me. And what of the manager, the man who drove the team around Charleroi for more than an hour blindly searching for a way to France, the man who then proceeded to sulk because he couldn't be in the back of the van drinking with the team. Yep, that too was me. And so I take full responsibility for the sporting failure of the team, and in true sporting clichéd traditions I predict a successful future for the Maastricht UAC Rugby Team and see no reason why we can't win the tournament in 2007.

I would like to thank the team for their great effort in Reims, thanks also to the many others who came to the training. I would also like to thank EGATS for their generous sponsorship of the team. If you would like to take part this year, the tournament takes place in Bordeaux, May 12th.





IFATCA ERM Report, Sofia 20-22

October 2006

Raf Vigorita

Hi everyone, like in every winter edition of the OUTPUT I have the pleasure to “delight” you with my IFATCA ERM report.

This year, the Regional Meeting was held in Sofia, Bulgaria. Personally, I had never been there before and in some ways, the city surprised me. I had mix feelings, on one side you can see they try to align the country as much as possible to the “western” part of the continent, on the other side it's like the memory of the iron curtain is not so easy to delete from their collective memory, especially in the way people act. It obviously takes time to redefine a country. So, supporting their economy, I hopped on a Hemus Air flight and off to follow what will turn out to be a different ERM than the past. Why? The reason is that, for the first time, the meeting unofficially opened with a very interesting workshop on legal issues, and for that reason I have dedicated an article specifically for it. You can read it in the following pages.

As for the ERM itself, it officially opened on Friday 20 October with speeches by our Bulgarian colleague and Bulatca President Georgi Mikov. He introduced the venue to everyone and we thank him for his hard work and readiness to correct the minor flaws in the organization met on opening day. Then Patrik, for the first time chairing this event as EVP-EUR, gave a brief speech and then welcomed Mr. Petar Mutafov, Bulgarian minister of transport and telecommunication. His speech was on the lines of those given by politicians in previous events, praising how his country feels about safety of air transportation and how important our job is. He was preceded by a great deal of media, anxiously awaiting him that promptly disappeared after he finished his speech.

After that, our General Director Mr. Victor Aguado gave a brief but interesting speech, as usual. This time he focused on performance, which has been constantly increasing despite a considerable traffic growth. On 15th September more than 32.000 movements were recorded

in the core part of Europe, the highest ever for a single day, and that figure went together with an average delay of 1.2 minutes for each flight, close to the optimum according to the Performance Review Commission of Eurocontrol. I personally don't know how these figures are calculated, I would imagine there is a team of specialists who define the optimum with complicated formulas. In any case, although operationally we have been able to achieve almost the best, I tend to doubt (by nature) abstract thinking. What was more relevant to me was that Mr. Aguado underlined that in Europe we experienced no man induced accident since 2002. He praised the ATM system as a whole for dealing with professionalism and commitment planned situations, like the Football World Cup in Germany, as well as the unplanned events, such as the war in Lebanon and the security alert in London. Mr. Aguado also touched the aspect of legal issues, very hot topic this year, by saying that the good performance recorded stands on a delicate balance, and the separation between safety analysis and legal issues is not enough yet. In his words, just culture comes first, because even in world proven procedures and safety nets, mid-air collisions still can happen in controlled airspace. Backing up his words, I would like to thank you all for the important contribution you have provided in filing INREP reports. Your words are finally listened to, and if they can be of any benefit in preventing incidents (or accidents) rather than find a solution afterwards like it usually happens, you can be proud of yourselves, no matter how small or big your help was. Everything counts!

Mr. Aguado continued by saying that efficiency and good results are undermined by fragmentation. The total cost of this, annually, is about 1.4 billion euros, 40% of this being ATM costs. In any case, traffic will double in the next 20 years, and a new concept is needed. TUEM and EGATS knew this already, and that's why they have teamed up with few other European Unions and Federations to create the “Project Mosaic”. Read more about it on the previous OUTPUT edition or at www.project-mosaic.eu. To wrap up his speech, Mr. Aguado envisions a future where all the components and projects will eventually shape up the future of ATM (flow

management, collaborative decision making, FABs based on operational requirements, flexible use of airspace, datalink, airborne separation...) and provide safety in a cost-efficient manner. Last, he said (and remember his words, because the many tend to ignore them or conveniently forget them) we gave an EXCELLENT contribution to take the ATM out of the crisis which was prevailing few years back and we can't stop now. In my opinion our DG used many important words, and touched many important subjects, therefore I will add my comment on this at the end, so buckle up!

Then Marc Baumgartner, IFATCA President and CEO, took the floor. He started off by asking, on the line of the famous ATC sticker, if you had kissed an ATCO today. He then listed some properties of kissing, which I genuinely reproduce for deed of information: kisses induce self-esteem, help losing weight and reduce stress, amongst others. He then moved on to make a valid point in saying that the public opinion only talks about us if things go wrong, and it seems that the human being has more appetite for bad rather than for good. He said, since nobody else acknowledges us publicly, to be proud of yourselves. Be proud of what you do, be proud of your values, be proud of doing such a good job. But just be aware that when pride comes, a hard fall could follow. Pride brings arrogance, so don't be blinded by that. But do be proud and try to change the communication with the world by advertising the responsibilities and the uniqueness of our profession. But, here we go, don't expect someone that doesn't know ATC will start kissing you! (so much effort, and not even a lousy kiss).

Last to take the stage, Mr. Anton Nakov, President of Bulatca. He, in line with the host tradition, welcomed everybody and wished a pleasant and fruitful week-end.

Then the real deal started. As usual, I have made an ample selection of reports to be discussed and others instead will be left out, due to the nature of the subjects, mainly on Airport Operations, Remote TWRs, CEATS (don't really hold your breath if you thought about working in Vienna), some more abstract safety-related





ERM Report



Ladies and Gentlemen,
Dear colleagues,
Good morning,

It is an honour and a joy to be invited again in front of you to expose MOSAIC under your spotlights.

As I am only an Air Traffic Controller and I haven't yet passed my ELPAC test I can only hope that my English level will meet your requirements.

So...having said that, and after all these quality presentation of the last 2 days, we will try to provide you more information about MOSAIC.

As said "WE" because I will provide you with some political ideas and Olivier Nicolay, representing MOSAIC as well and the Belgian Guild of Air Traffic Controllers will give you more practical information.

Olivier Nicolay has prepared about 150 slides to explain "THE" model...I see a few people getting worried – 150 slides!!!!... don't worry, at the end, we will all hug ourselves and jump in the pool thinking MOSAIC is GREAT!!!

What has happened since we first came to you in Taiwan?

Well, as you can imagine: a lot of work for a few people. After a few hairs lost, and I am not saying this only for me, we can happily say that MOSAIC is starting to be known and, most important, understood as well.

We have put the foundations, we have put the walls, we have put the roof and it is up to "US" to decide, to control what end product we want!!!

Now on the practical aspects:

Why do we come today?

Associations, members of IFATCA, active within the MOSAIC group, have sent a request to IFATCA.

A simple request!!

Support our work- Support this model – Support this real bottom-up approach – Support MOSAIC!!!

If I can use some words I heard in the last 2 days:

- We can not miss golden opportunities to change our world...for the better of course.
- We are very powerful, a very powerful front and without being arrogant – this incredible power can be used to create, to develop an alternative to privatisation instead of simply saying no!no!no! Or hiding our heads in the sand...

I would like to reaffirm and to give you an unambiguous sign of what MOSAIC is truly about: A MODEL!!!

Where should it lead us to: A full integrated ATM system where Humans will remain the real focus of a Human centred system – where shareholders and money will NOT take precedent over SAFETY – CONTINUITY AND real EFFICIENCY.

A system where defragmentation has a real sense !!!– A system avoiding opposition of imperialistic blocks and its negative consequences for Staff, Passengers, Users but also the population over flown.
But ALSO a system where European construction and European citizenship has a real sense!!

Now I really would like to end my little intervention but I COULD NOT DO THIS WITHOUT SHARING THE FOLLOWING WITH YOU:

A few are claiming, if not worst!!! BELIEVING, Air Traffic Management should be privatized like the Telecom Companies!!!

ATM IS NOT A TELECOM BUSINESS!

Ultimately if one makes a mistake in the telecom business, one can give a few free minutes.

IF ONE MAKES THE MISTAKE IN ATC- ONE CAN NOT GIVE FREE LIVES!!!

To conclude my short introduction and before I

give the floor to Olivier:

In "our" world, a human life is priceless!

In the same trend as we should not wait for an accident to happen to report or to act!!
SO, we should not wait to suffer from the catastrophic consequences of full liberalisation, competition, privatisation to react.

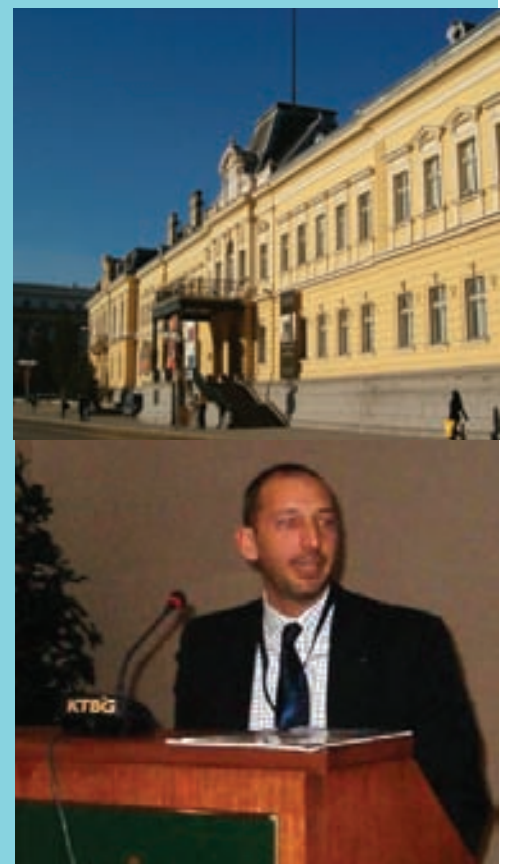
We should be proactive and say what we logically want: A balanced- a logical system – a real harmonized system: MOSAIC

AND before I forget: We did not produce any high quality movies yet (like the DFS) but what is for sure: As we are partners, as we collaborate to make our ATM world a better one, a more harmonized one, any of our products will not be licensed so it is free of charge for Europe, for colleagues...

Now to Olivier!!!

Thank you very much for your time!!!

(Frederic Deleau, MOSAIC Project Manager, Sofia – ERM IFATCA, 22/10/06)





ERM Report



presentations and some studies gearing up on offset NAV as ATC tool and draft procedures for prolonged loss of communication (I will surely let you know more about these last two as soon as these projects develop).

Eurocontrol's Alexander Skonieczki focused on the need for safety culture based on mutual trust, share of perspectives, preventing measures and enduring values at every level of an organization. I agree with these beautiful dictionary-like words, however I would really like to hear them less and see them applied, everyday, everywhere. We are not there yet. More facts and less pretty jargon would be nice. And again, safety culture. How serious are we about safety if the most abused word in ATM is "COSTS"? I hear we cost too much, I hear airlines are unsatisfied with the ATM system, we develop datalink and SESAR to accommodate more traffic. Is safety ok for as long as it doesn't cost too much or are we really committed to it? Is safety ok for as long as doesn't affect performance and capacity or are we really committed to it? Why can't we reverse this and START talking about safety first, ALWAYS? Actually, not only talk, but facts. We may open a new sector without proven procedures, without all personnel trained, with a short term solution, without a well based discussion with the ATCOs involved (the end users, after all) to increase capacity by 3 aircraft an hour? What about safety? Or maybe in "future" we may open an upper sector and instantaneously double the sector capacity, because anyway our neighbors wouldn't be able to cope. What if they can? And what about safety? What about your personnel and its wellbeing? Safety is taken into consideration too often after other factors. This is exactly my point. I would like to see the other factors taken into consideration AFTER safety. ALWAYS.

For your information, the elements of safety culture are safety management commitment, trust in organizational safety competency, involvement in safety, ATCOs safety competence, a just reporting and learning culture. Let's hope for this to be true soon.

Richard Arnold presented a very interesting movie titled "Human factors in safety manage-

ment". To my knowledge, our training section owns a copy, so just ask them if you want to take a look, I do recommend it. The movie explains that the fundamental attribution of blame leans towards the individual shortcomings. Punishment is primarily a search for closure, and only thereafter might give a learning ability to improve. But it has to be noted that Human Error is not the cause, it's the effect, Human Error is not random, Human Error is and should not be the conclusion of an investigation but it should be the starting point. It is necessary to start focusing on the underlying causes of failure. Dig deeper. And remember, flexibility is important to cope with unprecedented events, but that cannot be confused with breaching the rules, which eventually is an erosion of safety that mostly goes unnoticed over time causing great risks.

Our good friend Max Bezzina, filling in for Adrian Enright, explained the progress met by the ELPAC (English Language Proficiency for Aeronautical Communication) trials. ELPAC is a test of proficiency for a target population, therefore with a specific purpose. It will consist in two parts, listening and comprehension being the first, and oral interaction the second, the latter both with standard R/T phraseology and plain English to meet the requirements of ICAO level 4 and 5. Read more on <http://elpac.info/>. Many colleagues were concerned about possible failure and retraining. As of now, there are no procedures for retraining in the event of failures, but it seems very probable that the responsibility for that will lay with the provider itself, which worried certain colleagues even more. The target date for ELPAC introduction should be 17 May 2010.

Max also presented his own work, E-Learning. Although very interesting and professional without a doubt, this presentation mainly targeted other ANSPs and colleagues.

Interesting enough was the presentation of Gianfranco Sacchetti, on the political implications and little information available concerning the requirements for FABs and their development. Maybe sickening is a too strong word, but you get the idea of when politics play a too big role into ATM matters. In any case, it was

his last presentation as President of ATC-EUC because shortly thereafter our TUEM President Volker Dick was elected to succeed Gianfranco in this delicate post. Congratulations Volker! Hope your responsibilities and commitment will be repaid with a great deal of rewards and success.

Finally Frederic Deleau (did I really need to mention his surname?) gave a passionate presentation about MOSAIC and certainly caught everyone's attention, as he drew a lot of interest and a lengthy discussion. As I mentioned before, you know where to find more information about MOSAIC by now. Further, you can find the speech he made at the ERM in this issue of the OUTPUT. And if you still have any question about it, he is definitely the right person to talk to, or contact him at frederic.deleau@eurocontrol.int.

Now, you probably know by now I'm used to comment issues as they are presented in the report, and partly I did it anyway. But this time the issues were so important and so close to my heart that I didn't want to lose something here and there. At this European Meeting, I have heard more than ever words like "Just culture", "Safety culture" and like our DG said, we have been close to the optimum, we coped admirably with expected and unexpected events, and eventually we ended up talking about court cases, high costs of the ATM system and project envisioned to accommodate the traffic expected in the coming years. We work higher and higher traffic, for longer hours, so can anybody tell me why, even under these circumstances, we still face the serious possibility to end up in court and eventually in jail should something go wrong? Why can't our profession be shown, explained, detailed and eventually understood and appreciated in order to be protected in a fair way? We heard Human Error is not the result of an investigation, but the starting point. Yet, there are plenty controllers around the world facing prison time. It seems our legislators don't care or don't want to listen, or simply they have no interest in this. Or else they would initiate something important to separate ATC investigations from legal issues. Remember that if the JAL near-miss investiga-



ERM Report



tion (mentioned in the previous OUTPUT) would have been court free, it could have prevented the mid-air collision of ~~Herlingen~~ as it was TCAS procedures related too. So why is our legal issue still so neglected?

Talking about capacity. I also want to congratulate you all for the excellent job performed during a very busy year. You conducted yourselves admirably under stressful circumstances, and if no one tells you, I am telling you. What, someone already congratulated you? Good. But then I have few questions about it: if you performed so well, if you did so much, if you are a valuable asset and a group of highly qualified professionals who met the optimum, why over the past few years were you rewarded with net salary decrease? The list reasons comprising such as pension reform, health insurance reform in the Netherlands, change of cost of living factor, for as absurd as it is, doesn't matter much. Basically traffic grew considerably, and remained high for longer periods of times too for basically lesser money. Is this fair? Is this how to reward people who met the optimum with one of the highest traffic in Europe and probably the world, associated with one of the lowest delay rate? Is this how to thank you for your effort? As usual, only words. If they really wanted to reward you for all the great job they say you did, there could have been many ways, not last a sort of performance bonus used in many other ANSPs. With that in place, you would probably be rich by now for the way you performed! Rich but exhausted anyway. Money is important, but it's not the ultimate solution. And all this still with the real possibility to end up in jail, one day.

To finish this article, one of the most important points. I didn't forget it, I just saved the best for last. We work up to here, and yet we perform extremely well. But the cost of ATM is still too high. The cost-effectiveness for airlines is not good enough. Eventually, we don't work enough. I hear this over and over again. Sorry, did anyone mention... safety?? You know, that obsolete word... SIERRA – ALPHA – FOXTROT – ECHO – TANGO – YANKEE... I would like to hear this word not only mentioned when tracking if you have enough hours to work on a position or when given a brand new (ugly) license by ASRO.

I would like safety first, for real. This is why we are here, this is our business. If then we save or even make money, excellent. Bravo. But safety first. And safety comes in many different ways. One of them comes under the form of ICAO documents (where they never mention profit) and the five ATS objectives. Here they are, as refresher:

- 1- Prevent collisions between aircraft in flight
- 2- Prevent collisions between aircraft on the maneuvering area of an airport and obstructions on that area
- 3- Expedite and maintain an orderly flow of air traffic
- 4- Provide advice and information useful for the safe and efficient conduct of flight
- 5- Notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required

As you see, safety is mentioned with the use of the word "prevent" or plainly "safe", saving money is used twice with "expedite" and "efficient" (efficient certainly refers to operationally too) but always after safety, and making money is really not mentioned. Moreover, safety comes under the form of a real, workable, balanced, traffic driven, up with the times ROSTER. For this, I would kindly URGE our Union and our Management to reach a fair and unconditional agreement on a new roster, based on the need for more rest (clearly indicated not only by traffic figures, but also by sickness rate, part-time applications, burn outs, incident reports...), more social life possibility during the duty cycle (as it is now, it's basically impossible to have a life) and more operational-time oriented for management to be able to deal with personnel in an efficient manner. A roster and enhanced social conditions in line with what our professional life is requiring are a prerogative to continue our safe and efficient history at the Center. Enough with promises or absurd proposals and counter offers. We need a new roster. Now. We need to get rid of the morning before the night, it's simply become unworkable. We need an amount of working hours enabling us to rest and be fit, throughout our career but even afterwards!

We need adequate rest facilities too. People cannot continue to sustain traffic growth with this roster and decreasing facilities. Not safely. If all the words spoken by our DG were true, it's time to reward our staff, so let's start with the new roster. We all need a new roster to restore safety, to make safety again our number one priority. The safety of our people and our customers. Failing to do so could prove costly, if not devastating. And please treat those overload reports with due respect and consideration, as I don't believe professionals file them just for fun. The alarm bells have been ringing for a while, time to act.

My dear colleagues, I leave you here with a bitter taste in my mouth but with sincere hope for the future. Till next report of the IFATCA Annual Conference in Istanbul, in April 2007. As usual, I will report back to you!

And remember to be proud of what you do!



The student in his primary trainer was flying a solo cross-country. He lost his way and before he finally ran out of fuel he decided to put it down on a road. With hardly any cars on the road he managed to coast his aircraft into a gas station and said to the attendant, "Fill 'er up!"

The attendant just looked at the pilot.

"I bet you don't get too many airplanes asking for a refuel," said the pilot.

The attendant replied "True, most pilots use that airport over there."

Report to EGATS on Nordic Meeting

Maastricht, 19th – 22nd September 2006
Clare Taylor

The Nordic Meeting is an annual gathering of Flight Data Specialists (and other Assistant jobs) to exchange information on terms and conditions at other ACCs and aerodromes. Attended by Union representatives, it is a forum for discussing issues that may affect us presently and in the future.

The Nordic Meeting finally arrived in Maastricht on 19th September, after several weeks of planning. It was the first time in many years that the meeting had come here as Eurocontrol has only an observer status in the official protocol. (Denmark were the chairing the meeting) It was decided by the other members to come to the Netherlands to see the organisation that they had heard so much about and to take advantage of the cheap shopping opportunities! Much had changed since their last visit, our strip less system has been introduced, the new Ops room built and in use and the people have, of course, grown up and moved on.

The first day involved gathering all the members from the various surrounding airports. The Norwegians flew into Düsseldorf and had a hair raising trip to Maastricht on the German Autobahn: The highest speed limit on Norwegian roads being only 90kms an hour!

Iceland
Our meeting began, as always, with the presentation of the Since Last reports. Iceland began with a story that is of great interest to us all and especially the MOSAIC team – they have recently been privatised. The forming of a Public Limited Company (Flugstöð ehf.) has meant that the whole workforce has been laid off and offered new contracts with the new company. The reduction in the level of pay and conditions contained in the new contracts has lead to a sickness rate so high that doctors are being sent to homes to assess how sick the staff member really is. The increased level of sickness has, in turn, caused restrictions to be imposed. The disruption has also caused a delay in the development of a new back up system due to an

over time and OJT ban. A lose – lose situation for all it seems!

Traffic wise, it is a mixed bunch for Iceland. They have finally reached the same level of traffic as before 9/11 (91,000 in 2005) but this week the US military leave their base at Keyflavic. This means a reduction in domestic flights but the effects are being counterbalanced by the flights connected with the building of the new Karahnjúkar hydropower super dam.

Norway

The Norwegian presentation was a bit more positive about the future. It started with the news that their 2 Unions have merged to become 1 large one with 400 members. These members are made up of ATS, maintenance, rescue and fire fighters – a good example of how different Air Traffic situations and unions can be!

The proposed move of Oslo Centre to Gardemon and Stavanger has been postponed till 2012. This has pleased staff greatly as they get to continue working together and still receive the higher wages and shift pay they were given as an incentive to stay in Oslo until it closed. Instead of reducing staff at the centre, Oslo will in fact have to recruit more FDS and are over 100 controllers short. (The Bøde Sector South now has to close when the Controllers take a break, sending the traffic via Sweden!)

There has also been a development on the privatisation front. After the recent Norwegian general elections the new government has halted the privatisation already began by it's predecessors. It favours instead, a state owned limited company, separating core Ops from it's other commercial activities. New state management is also keen to improve social dialogue which has already reduced the sickness rate from 22% to 5.5%

Norwegian Air Traffic is still very much in a transitional period, but with the traffic increasing steadily (up 5.2%), the reorganisation being re evaluated and the Department of transport investigating a new FAB, the future seems a lot brighter than last year!

Denmark

As with Norway, it seems that the plans to move and intergrate the Air Traffic Centres of Denmark

and Sweden have been postponed pending the results of an independant report. The final decision on NUAC will then be taken and the already established groups (including the Union) will coordinate with the staff. There is also a possibility that a FAB will be established instead of combining the centres.

Traffic in Denmark has risen considerably since last year and with it the need for 25 more Controllers. Staff is expected to do up to 15 days overtime for which they can be paid up to €500 a day. To help fill this gap 36 people have been registered for retraining. Assistants are receiveing Apron tower training and some Ground Controllers have moved to Tower. For the Assitants this is a fantastic oppportunity but it seems that some Controllers have not been too enthusiastic about the idea – highlighting the divide between the two groups within the Union.

The tri nation school, however, is up and running with new Controllers from Denmark, Norway and Sweden being trained in Malmø. Despite great demand for it's services the financial pressure is great – the school "Entry Point North" will have break even within 3 years.

UAC Visit

The second day of our meeting involved a brief presentation from Mireille Roman and a visit to the Ops room. We proudly showed our visitors our technology and in particular our advanced Flight Data Processing Systems. (Then really blew them away with lunch in the canteen!) They were very interested to see how and where we work. We were all agreed that it significantly improves inter-centre communication being able to visualise and understand how our colleagues do things.

The meeting officially closed the next morning, with Norway offering to hold the next meeting. All in all, 2006 seemed quite a positive one for all participants. Traffic figures are rising and Union membership is also on the up. Of course, there are still some important issues waiting to be resolved (privatisation and FABs) and I'm sure we'll hear all about them in the next meeting.

Norway 2007 – the future's bright, the future's red, white and blue!

Pilot: "Good morning, Frankfurt ground, KLM 242 request start up and push back, please."
 Tower: "KLM 242 expect start up in two hours."
 Pilot: "Please confirm: two hours delay?"
 Tower: "Affirmative."
 Pilot: "In that case, cancel the good morning!"



Student Pilot: "I'm lost; I'm over a lake and heading toward the big E."

Controller: "Make several 90 degree turns so I can identify you on radar."

(short pause)...

Controller: "Okay then. That lake is the Atlantic Ocean. Suggest you turn to the big W immediately ..."

Beech Baron: Uh, ATC, verify you want me to taxi in front of the 747.

ATC: Yeah, it's OK. He's not hungry.

Lufthansa-Pilot (Im Anflug auf Berlin kurz nach dem Brünkendorf VOR): "Warum holen Sie uns denn schon so früh so weit runter? Sie wissen doch, daß das Fliegen in derart niedriger Höhe für uns sehr unwirtschaftlich ist."

Controller: "Ja, Sie müssen schon entschuldigen, aber wir haben sehr viel Verkehr von Tegel aus in Ihre Richtung, und mit dem könnten Sie dann zusammenstoßen."

Pilot: "Na, das wäre ja noch viel unwirtschaftlicher."

Pilot: "Bratislava Tower, this is Oscar Oscar Kilo established ILS 16."

Tower: "Oscar Oscar Kilo, Guten Tag, cleared to land 16, wind calm and by the way: this is Wien Tower."

Pilot: (short break) "Bratislava Tower, Oscar Oscar Kilo passed the outer marker."

Tower: "Oscar Oscar Kilo roger, and once more: you are approaching Vienna!"

Pilot: (short break again) "Confirm, this is NOT Bratislava?"

Tower: "You can believe me, this is Vienna!"

Pilot: (once again short break) "But why? We want to go to Bratislava, not to Vienna!"

Tower: "Oscar Oscar Kilo, roger. Discontinue approach, turn left and climb to 5000 feet, vectors to Bratislava."



Hope you enjoyed this issue

till the next OUTPUT