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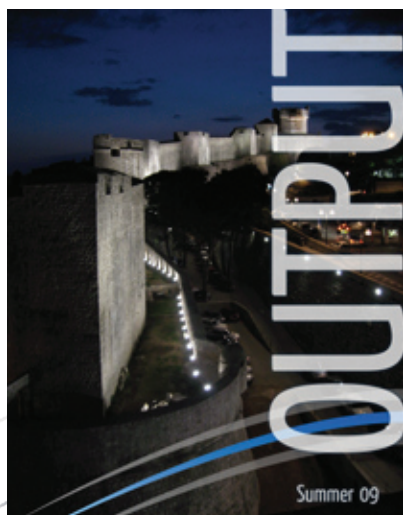
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**Viktor Koren**

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Well, well, it's happened again. I blinked, and half a year has passed in a flash. But what a half it has been. So much has been going on in the last 6 months; I don't know where to start.

Obviously, one thing that seems to affect us all is the global financial crisis. One can not ignore the downturn in the economy and the bankruptcies of several well known and respected financial institutions. The aviation industry is showing record losses due to reductions in load factors and rising fuel costs. More and more of the older aircraft types are being phased out as they simply can not be operated at a profit under the current market conditions. However, this does not seem to cover the losses and recently several airlines have actually called on their staff to help out in order to survive. KLM has called on the pilots to help out on the ground in order to save on temporary contracts during the summer months. British Airways is asking staff to take unpaid leave or even work for free, in order to safeguard their jobs. I hope this doesn't give our management any ideas. Due to the turmoil in the financial markets it has become more difficult for airlines to secure funding for new, more fuel efficient aircraft, and as a result both Airbus and Boeing have suffered from order cancellations. Both have reduced their monthly output and adjusted their longer term goals. Several smaller manufacturers have let go production staff as the market for small airliners and business jets has almost completely dried up. With the demise of Eclipse and Adam Jet the story of the VLJ seems to be put on hold, at least for now. Because that's one thing we always need to keep in mind: aviation has experienced tough times in the past, but in the long run it's still a growing market. And there's still no sign that this is not going to be the case anymore.

In the MUAC we are experiencing about a 10% drop in traffic figures. Given the not so smooth introduction of the NFDPS we should actually be quite happy about that. The temporary reduction in traffic gives us the opportunity to fix all the problems we are encountering without having to implement restrictions. At this time we just seem to be hopping from one

warranty build to the next emergency baseline and each solution to one problem creates more other problems in a different sector. Let's hope that eventually all these hiccups get fixed so that we will be ready when the next climb to new record highs starts. In our position in a hotspot of Europe and in the middle of the FABEC we simply can not afford to lose our edge. There are predators constantly circling around, ready to strike at the first sign of weakness.

Internally in EGATS we are very pleased we found two people willing to reinforce the executive board. At the AGM, the membership approved the expansion of the EB to 10 people and as a result both Ilia Bojilov and Jerry Smith have come to join us. Jerry has taken over the membership secretary task from Cornelia while she is on pregnancy leave. Ilia represents us in the EROSS project, more on which you will all hear in the near future. It's pleasing to see that there are still people who are willing to take some time out for a good cause.

I want to thank once again all the people that participated in the logo competition, and congratulate Robert Klos with his winning design. The EB is working on a few items incorporating the new logo and hopefully we will be able to drop those in your lockers and mailboxes in the near future.

To finish off, I would like to wish you all an excellent summer, with good weather and plenty of time off.

Professionally Yours,

Ive Van Weddingen,  
EGATS President



## Report on the IFATCA Annual Conference and the work in Committee A

Ive Van Weddingen

In 2009 CROATCA was elected to host the 48th annual IFATCA conference. They choose to bring us all to Cavtat, a very small town about 5 km from the beautiful Adriatic city of Dubrovnik. As the Croatian delegation had made a big effort in promoting their conference during the previous years, the expectations were fairly high. Getting to Dubrovnik did involve a very early departure from Köln, and due to a minor miscalculation on my side, it also involved some extremely low flying through Germany to catch the flight on time. Then again, rumor has it that some flew even lower (if you know what I mean). The early wake-up was more than compensated when I managed to talk myself onto the jump seat for the flight, and I wish to take this opportunity to thank the crew for the very nice gesture. Unfortunately the weather on arrival was hazy so we didn't have a good view

of Dubrovnik and the famous Adriatic coastline with its many islands. On arrival we were picked up by the OC and brought to the Hotel Croatia. This was the hotel where the conference was held and which we would call home for the next week. Perched at the top of a small hill, it had a great view of the harbor of Cavtat and had all the amenities you could expect from such a hotel.

After breakfast some of us went for a little rest. Not wanting to waste the opportunity I joined a few people on a small sightseeing tour. We walked around in Cavtat and then went by boat to Dubrovnik for a late lunch. It's very obvious why the old town is on the UNESCO list of World Patrimony. The town is almost 1000 years old and has played an important role as a City-Republic during a large part of its existence. One can go for a nice walk along the defense walls, or just sit on a terrace and enjoy the view. You can also visit a small memorial for the Croatian War of Independence (1991-1995). It really makes you think about how such a conflict could have happened so close to our home. After lunch we returned to the hotel

and prepared for the official welcome party. This was a great chance to meet up with old friends and start the conference on a positive note. On Monday morning, after chasing away the internal fog with an early morning run, it was time for the opening ceremony. We were treated to an impressive dance spectacle by a local group telling the story of a Christian king who rescues his bride to be from the hands of a Muslim king. Once again proof that throughout history most conflicts in the world revolve around women and/or religion. After that it was time for the obligatory speeches by the local dignitaries and the organizing committee, as well as from Marc Baumgartner, President and CEO of IFATCA. This was followed by the opening plenary with the role call for the directors and appointment of the committee chairpersons. Another point which was tackled was the reinstatement of Yemen as a full member as they had paid their outstanding debts to the federation one day after the end of last year's annual conference. In the afternoon the real work started in the committees and as usual I attended committee

continues on page 6 >>





A. The committee was chaired by Mr. Albert Taylor, former EVP AFM from Ghana. As usual he was assisted at the head table by Mr. Alexis Brathwaite, Deputy President, Mr. Dale Wright, EVP Finance and Mrs. Adell Humphreys as secretary. There was also always somebody from the OC present to assist. The limited number of working papers on the agenda gave hope that committee A would be finished well on time, leaving some extra opportunities for relaxation. Boy, would we be proven wrong. Marc Baumgartner pointed out in his report that IFATCA is at a crossroads but shortcomings in both financial and human resources have significant impact both on current and future operations. He also explained that the development of the communications strategy and adapted corporate image is a priority for the board and he hopes this will be completed by the 2010 conference.

Alexis Brathwaite asks the MA's to provide more feedback to the board or any officers of IFATCA. Only through regular feedback can the board know if they are still on the right track. He also indicates that the federation needs to do more in the field of succession planning to develop the right people to ensure the continuing evolution of the federation.

Mr. Henry Nkondokaya, EVP Africa-Middle East, points out that IFATCA continues to strive for a better working environment for the controllers in the ASECNA region and a meeting with some officials was held during the annual conference. IFATCA also continues to monitor the implementation of RVSM in the region. Mr. Alex Figuereo, EVP Americas, has focused

his first year on gaining experience and trying to make better contacts in the South American region. An agreement was reached with the regional transportation federation on future cooperation.

Mr. John Flagstaff, EVP Asia, was not present himself. In his report he did point to the problems with the English Language proficiency and with staff shortages which exist in the region. IFATCA also protested the sentencing to prison terms of the two controllers involved in the JAL near miss.

Mr. Patrik Peters, EVP Europe, gives an overview of the last years busy work program in Europe. He also gives an update on the help IFATCA provided in relation to the accident on the runway in Bucharest on 30-12-2007. Mr. Bert Ruitenbergh, IFATCA Human Factors specialist, drafted an extensive paper to assist the Romanian Association with the defense of the controllers involved.

In all the reports from the EVP regions one thing kept coming back: IFATCA is constantly looking for people who are interested and willing to help out in attending meetings or represent the federation at different international organization. This is the only way we can keep our influence and make the voice of the controller heard worldwide.

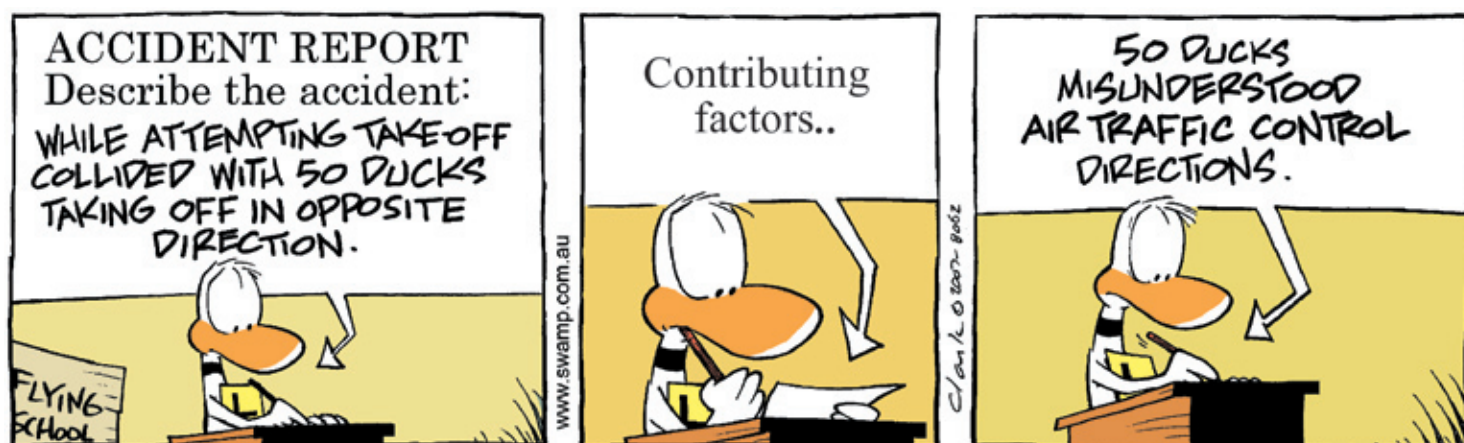
In his report as Editor of The Controller magazine, Philippe Domogala explains that the magazine will focus on certain themes for every future issue. Upcoming themes are the conference (June), training (September) and safety (December). To alleviate the high workload and insure continuity in the future,

the post of deputy editor was created. This post will now be occupied by Philip Marien, as he was already acting unofficially in this function. The overall number of copies has increased by about 500 and there are many requests for individual subscriptions. Philippe also pointed out the subscriptions from MA's increased by 10% last year but 81 MA's are still not ordering any copies. Although printing more copies would reduce the overall cost of the magazine, the postal costs prohibit a lowering of the subscription fees any lower than they are now. In a separate working paper, EGATS requested that the costs for the editor to attend the annual conference would be covered by IFATCA. Although there was no willingness from the IFATCA EB to insert this provision into the manual, it was guaranteed by them that this would be taken care of and this provision was included in the minutes and the report from committee A.

After all those reports, it was time for the applications for membership. 3 applications were processed without to much debate: Burundi, Somalia and South Korea were all accepted as new members. The acceptance of Burundi and Somalia makes Africa-Middle East the biggest region in terms of Member Associations. It is also possibly the region where the most work could be done to improve the working standards and conditions for staff.

The 4th application was somewhat peculiar as it was a repeat application from the Brazilian Federation of Air Traffic Control Associations. FEBRACTA had been accepted as an MA in 2008, under the condition that they would pay their

## Ding Duck



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outstanding membership fees in 8 installments. Due to financial hardship in the wake of the mid air collision over Brazil they were unable to fulfill their commitment so they reapplied this year, although with a declared membership reduced from 1000 to 300 controllers. This caused some discussion, as the federation is of the opinion that MAs should correctly declare their membership numbers. After a lengthy debate and further discussions between the EB and FEBRACTA it was decided on Thursday that the application would be accepted with 1000 controllers declared, but only 300 paid. The Directors waved the payment for the other 700 controllers. FEBRACTA committed to increase the payment on a yearly basis by at least 100 controllers, in order to get to the full payment as soon as possible. The progress would be subject to a yearly report at conference. On Tuesday it was time for the finances of the federation to be discussed. In accordance with the figures provided by the IMF the projected income was increased by 2.2%. There were no significant changes from the previous year. 40000 USD was set aside for the Controller Reserve Fund. This fund will ascertain that the federation budget will not be adversely influenced by fluctuations in the cost of The Controller magazine. The Finance Committee also investigated if there was need for a currency fluctuation fund to protect the federation

against the effects of changes in exchange rates between the different currencies used within the federation. Especially since the budget is made up in USD, a currency that has lost a good deal of its value in recent times, this has become a bit of a problem. However it was decided that the EB has all the powers it needs to take action if it would become necessary to do so. The books were audited in time for the report to be presented at conference and there were no further comments. Another item which was discussed was the financing of a permanent IFATCA representation at the ICAO-ANC in Montreal. Although deemed beneficial, the budget of the federation does not allow for such representation. The MA from the USA (NATCA) has volunteered to provide a representative from 2011, at no further cost to the federation. In the meantime Mr. Andrew Beadle will serve as representative but his expenses would need to be covered. It was therefore requested that all category 1 MAs would voluntarily pay \$1.69/declared member for the two years 2009/10 and 2010/11. All categories 2 and 3 MAs are invited also to support within their financial means. For EGATS this would amount to an additional expense of around \$450. Although several MAs indicated at the conference they would pay the contribution, at this time the EGATS EB has not decided if we will support this initiative.

After lunch on Tuesday it was time for the confirmation of the conference venue for 2010. There was an unpleasant surprise in that the prices for the accommodation as quoted last year did not include 26% taxes. The result is that the price for a room will be \$220 per night per person. For this we will be hosted in a 5 star all inclusive resort with full conference facilities. However, combined with a €160 registration fee and the presumably high cost of airfare to the Dominican Republic, this will be one of the most expensive conferences ever. Amazingly enough, none of the category 2 or 3 MAs protested against this, instead focusing on the visa requirements and other minor issues. In the end, the Dominican Republic was confirmed as host for the 2010 conference. For the hosting of 2011 there were two only candidates as Dubai was not allowed by their ANSP to present their application. The two candidates were Nepal and Jordan. Both were given the opportunity to present themselves but did so very poorly. Both presentations looked more like they were provided by the tourist board from their country, rather than as proposals to host an annual conference. Jordan even stated that at the time, they didn't decide if the conference would be held in Amman or Aqaba. In the end they decided on Amman. There were some hefty discussions regarding the availability and price of airfare, especially





to Nepal. After two rounds of voting, and a night of thinking, Jordan was selected to host the 2011 conference in Amman. For 2012 and beyond there were offers to host from Senegal, Nigeria and Ghana.

On Wednesday morning there was a small presentation from the with regards to the 50th anniversary of IFATCA on 20 October 2011.

There will be a minor event organized during the 2011 conference, but also on the actual date. One of the suggestions was to invite all those who were involved with the founding of the federation. More info will be provided in due time.

Most of the rest of the morning was taken up by the discussion on the rights of representation for MA's which have members in more than one region. This issue is affecting France the most as they actually have members in all of the IFATCA regions, but there are a few other MA's affected. In the end it was agreed that, as long as an MA can prove that they represent the majority of the controllers in an area of responsibility in a specific region, they are entitled to do so even if they are not assigned to the particular region.

The afternoon was spent in closed session. This was an opportunity for the MA's to voice their concerns which they didn't want to discuss in the open. Despite all the ongoing issues with ASECNA there were very few African MA's which stood up to speak. The fact that an ASECNA official was present at conference may have made them reluctant to openly criticize their employers.

Despite the lower number of working papers, Committee A had to come back on Thursday morning to take care of some final business. Most importantly was the election of the EB members. Mr. Henry Nkondokaya from Tanzania is re-elected as EVP-AFM, Mr. Raymond K W Tse from Hong Kong is elected as EVP-Asia and Mr. Alexis Brathwaite is re-elected as Deputy President. After a 2 year absence, during which time there was no EVP Tech, Mr. Andrew Beadle is making a return in that position.

On Thursday afternoon it was time for the IFATCA Panel. This time the subject was the relation between ATM and the Environment. There were speakers from IFALPA, IATA, Canso, Eurocontrol and IFATCA. One thing which became

very obvious was the difficulty to find a balance between the different requirement for environment, safety and efficiency. It is clear that there are possibilities to improve certain environmental impacts of aviation, but this might involve a trade off in other areas. Only by working together in a constructive way will we be able to achieve any results.

Friday was the day of the regional meeting in the morning. Mr. Patrik Peters gave a small update on the ongoing issues for the European region and launched another appeal for help representing the federation at different meetings and organizations. There was also another closed session, where Patrik gave the chance to each MA to speak. Due to the short time available, it's always difficult to get any major work done and therefore the main issues will be tackled at the regional meeting in Kos, Greece, at the end of October. Raf and I will represent EGATS there.

In the afternoon it was time for the final plenary. Here the reports of the different committees were presented and voted upon. Also the new board members were presented and installed and some IFATCA awards were handed out to members who made a significant contribution to the work of the board or stood out in promoting the profession.

In the evening we all went to the Revelin Castle, part of the old defenses of Dubrovnik, for the farewell dinner. This magnificent location provided the ideal backdrop for an evening of decompression after a week of hard work. After the party it was time for one last beer in the bar of the hotel and then the 48th Annual IFATCA conference was really over. It was certainly a very well organized event, and I want to thank Eurocontrol and more specifically Mr. Kloos and the Maastricht Management team for the support for the EGATS delegation.

## Committee B report

Raf Vigorita

Committee B this year had the unusual privilege of being held in the better conference room. So, with that unexpected comfort still in mind, I'll literally run you through the 2 or 3 main topics, leaving out the ones carrying little or no news, or being of lesser importance for us as Upper Control Center. You can check those out yourself at [www.ifatca.org](http://www.ifatca.org) or ask me for a copy of the presentations you are interested in.

First, and foremost, I'd like to spend some time on the ICAO language proficiency requirements and the resulting implications for ATCOs. Obviously, very hot topic for us as well as a little controversial, like everything new and safety related.

As some of you know already, the ELPAC testing kicked off a couple of months ago and still carries a fuzzy aura around, not having answered, yet, some of the most pressing questions ATCOs around the globe have... obviously, I appreciate that there are no easy answers, but a bit more clarity is due...

To stir up controversy, a presentation given by a representative of the RMIT University (Royal Melbourne Institute of Technology) presented the audience with their very own English Test for Aviation Communications called RELTA (<http://www.relta.org/faq.html>). Very nice, as apparently it's a test utilized in many countries throughout the world. But one comment left me puzzled: those ATCOs taking the RELTA test can have unlimited chances to re-sit the test when failing to reach at least Level 4, whereas ELPAC allows only 2 re-sits in an ATCO's career. First question that came to my mind was: why? Why only 2 times as opposed to unlimited, why these differences when the aviation world is already struggling for standardization, why "anyone" can develop a test (based on ICAO requirements, of course) but with their own interpretations, why there will be different people judging professionals on their language level and possibly having different opinions on any given result?



The first answer I received was from our very own, in-house ELPAC expert Nick Schede, as he confirmed that it is absolutely untrue that ELPAC allows only 2 re-sits. Thanks Nick for that clarification. However, since the problem has been brought up, can anyone clearly state how many re-sits are allowed, in a written manner?

The other problem brought up by the re-sit issue is: what kind of training ATCOs will receive before re-sitting the test, how long will it take before a re-sit can be taken, and basically what will happen in between?

The answer I heard more consistently is that all these are left up to the discretion of each ANSP. You could say it's fine, as we might have one of the finest training units, but you also need to remember that not everyone is in the privileged position we are in and also, so long as there is nothing laid down, you can basically count on nothing. Again, I may be wrong, but I think for us there is nothing prepared to face a possible re-sit. Sure enough, we should all be able to reach level 4 at least, but what if a colleague just has a bad day? The lowest score in any given part of the test counts... I would hope to have an answer on this as well. Nick?

Ok, reading through my notes, I see a lot of jargon such as "...problems with implementation, absence of a regulatory/enforcement framework, lack of expertise in aviation English and the challenge of bringing language testing into aviation context". It sounds rather impenetrable, but eventually it does make sense. Basically what ICAO did was to stipulate a series of requirements for each of the 6 levels (1. pre-elementary, 2. elementary, 3. pre-operational, 4. operational, 5. extended, 6. expert) and then left it to others to develop methods and tests (officially I think they say "gave the mandate" but don't be fooled) without a real possibility of keeping the matter in their hands. Now it's up to individual institutes to create a test, up to the individual ANSPs to select a viable one, up to different examiners with different personalities to judge, up to individual ANSPs to provide re-training (or not) and up to different regulatory bodies to endorse all of the

above. If anything, this doesn't create a perfect picture of stable, standardized testing, ultimately undermining its integrity and credibility. Let's make an example: we are all aware of some pilots from certain countries having difficulties in mustering English on the frequency. If their company performs a test of their choice with examiners from their own country, to them they may sound perfectly understandable. Does this improve the situation?

To wrap up this topic, I would like to focus on a couple of matters related to our very own test of choice, the ELPAC.

Again, I'd like to remind everyone that coming up with an aviation English test might sound easier than it actually is and that hopefully feedback will lead to improvements, but I couldn't fail to notice that, to me but to many others too, the first part of the ELPAC testing, the computer based, is not only English understanding, but as much as a typing ability, memory, guessing and deciphering exercise. The problems identified here are the time allowed to type an answer versus the typing abilities of each ATCO (typing capabilities are not in the job description), the impossibility of say again or repeating and rephrasing a concept (as real life allows), the requirements of having to guess the outcome of awful, unclear and unprofessional coordination as much as to understand heavy accents from pilots. Is it me in need to be tested or those people on the tapes?

To me, if someone can't speak proper English and/or is unable to perform a proper coordination, I can try my best to help out but I shouldn't be tested on someone else's shortcoming.

The fact that the computer test can/will be double checked doesn't make the situation much better, because then it leaves it up to the individual interpretation.

Anyway, why level 6 is not available to those colleagues of ours who might be that good? Ok, cost is one reason, but having to test people every 6 years would bring the costs down? What else? The inability to set up a proper test for level 6? Again, harmonization goes down the drain here. Why others around the world could

get their level 6 and at MUAC we don't even have the chance?

Is it true that in native English countries ATCOs are granted level 6? If yes, why? If yes, why our British/Irish (and Crack) MUAC colleagues have to undergo the test?

Are the ELPAC examiners (ATCOs and especially non-ATCOs) tested? How? By who?

Will there be an English test for Datalink communication? How about for free text Datalink?

Well... enough for now. But as you see, there are plenty issues surrounding the English testing and any clarification is obviously welcome.

Last, a 17 pages report on language proficiency (level 4) was proposed by an English language professor working for the Croatian authority during committee C. It's incredibly detailed and it's challenging the very foundations of these forms of testing. If you want, just request your copy at [raffaele.vigorita@egats.org](mailto:raffaele.vigorita@egats.org).

Next interesting subject was presented by a colleague from the United States, related to ADS-R (re-broadcast). I have to admit for me it was the first time I heard about this, after having heard good results deriving from the implementation of ADS-B in Australia and having heard about ADS-C as well.

Basically in the U.S.A. frequencies are nearing their saturation. The 1090MHz frequency is used by ADS-B, TCAS, MLAT and other forms of ground surveillance. In order to alleviate this problem, the study shows that ground stations will relay information from a/c to a/c using different frequencies. Air carriers and business jets will transmit on 1090Mhz, whereas GAT will use the cheaper UAT (Universal Access Transceiver, on 978MHz). ADS-R is a method that will be used to rebroadcast ADS-B information received on different frequencies to the other, which allows different equipped traffic to see each other. Additionally, the use of TIS-B (traffic information service broadcast) will provide traffic information on non-participating ADS-B a/c by broadcasting surveillance information received via other sources, on both 1090Mhz and UAT frequency.

# ICAO Language Proficiency Rating Scale

## 1.1 Expert, Extended and Operational Levels

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

Levels 1, 2 and 3 are on subsequent page.

## 1.2 Pre-operational, Elementary and Pre-elementary Levels

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Levels 4, 5 and 6 are on preceding page.						
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-elementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

Note.— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Pre-operational levels of language proficiency, respectively, all of which describe a level of proficiency below the ICAO language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the ICAO Operational Level (Level 4)



It is a sound idea, if not for a major flaw that was left unanswered: if a/c will have equipment operating on different frequencies to avoid frequency overload, to which frequency then the information will be re-broadcasted??

In any case, the complaint of our U.S. colleagues is that to introduce this ADS-R concept, by 2020 more than 50% of the SSRs will be decommissioned. To say it with their words, to give a small ability to a/c to see each other, they will make the ATCOs blind.

I do believe ADS-B is the way forward for the foreseeable future, but this can never come at such high cost as impairing ATCOs from fulfilling the 5 ATC objectives to the best of their abilities but they need to be given the best equipment possible.

Closely related to the above, a report was presented on MLAT, or multilateration surveillance. This is a surveillance technique whereby 1090MHz transponder signals from a/c are detected by ground receivers, by applying a time difference of arrival (TDOA) calculation, the position of the a/c is calculated and the displayed picture to the ATCO is refreshed every second.

The processing of the information is normally done by a technical center and it obviously includes redundancy.

In South Africa MLAT has been successfully introduced in Cape Town, a safety case has been concluded last year on the usability of STCA between MLAT and SSR. Eventually MLAT, SSR and ADS-B data are all fed into the same central processor and presented to the ATCO as fused data. However the controller will have the ability to deselect individual kind of data, for whatever reason necessary.

This is for now. I have elected to leave out papers on Datalink and Offset procedures which were very interesting, albeit poor of news for us. See you next time, from the European Regional Meeting this coming October in Kos, Greece.

## Committee C

Frederic Deleau

### 1- Executive Summary:

The Committee "C" took place during the 48th IFATCA Conference in Dubrovnik, Croatia between the 20th and 24th of April 2009 under the excellent chairmanship of Bert Ruitenbergh.

The objectives of the IFATCA Committee "C" is to debate and review Professional and Legal matters and policies of current interests to the Global Air Traffic Controller Community.

The Committee met everyday of the week from Monday afternoon till Thursday afternoon.

A joint session Committee "B" and "C" was held on Tuesday Morning.

The items were numerous (see below), even if the work program was lighter than last year. Thanks to an efficient rhythm kept by the chairman; all items brought interesting debates between participants.

Two specific highlights of the week: Change of chairmanship of PLC and EGATS putting forward its candidacy for PLC (not elected this year)

EGATS was again recognized by Chairman Committee "C" as very active and positively constructive on the various subjects. Specific extract of the EGATS interventions can be found in section: Overview of EGATS Interests – Highlights of EGATS comments.

### 2- The various items under this year's agenda were:

(Note, the agenda items marked by an asterisk will be developed further in the next section of the report)

- Report of the Executive Vice-President Professional, highlighting the English Language level 4 requirement, Just Culture and again the Japanese situation about the JAL907; report accepted

- Report of the Professional and Legal Committee Chairman, highlighting the meetings and work done by the PLC during the last year; report accepted
- Report of the IFATCA Human Factors Specialist, reviewing the activities and the various meetings attended; report accepted
- Report of the EATMP- Human Resource Group (HRT) Representative; report accepted
- Report of the EATMP- Training Focus Group (TFG) Representative; report accepted
- Report of the EATMP- Human Performance Focus Group (HPFG) Representative; report accepted
- Report of the Liaison Officer ICAO Montreal; report accepted
- Report on the International Labour Organization (ILO), reviewing the situation and the actions taken by IFATCA following the strong repression exercised in the 17 French speaking ASECNA countries in Africa (labour actions followed by imprisonment of ATCOs, suspension and disciplinary actions) and situation of the military controllers in Brazil; report accepted.
- Report of the liaison Officer to the European Union, reviewing the impressive amount of various meetings attended; report accepted
- Report of the Editor of the IFATCA Information Handbook: review of the aim, the received and missing information and the work done. The situation is improving but too slowly. A new version will be available in September 2009; report accepted
- \*Review of Legal section of the IFATCA Manual: Just Culture according to ICAO and IFATCA current policies.
- Guidelines for E-Learning programmes presented by PLC; information paper; report accepted
- \*Fatigue Management in ATC, a global inventory, presented by South Africa on behalf of PLC.
- \*Review of Policy regarding Retirement for ATCOs: Paper reviewing current IFATCA policy regarding retirement and its applicability in a changing world. Arguments for and against special treatment for ATCOs, while highlighting financial constraints and current trends in retirement around the world, discusses staff shortage issues and attempts to address pos-

sible methods for preparation towards retirement.

- Examples of Chemical Dependency Education and Rehabilitation programs: a questionnaire about this subject is to be inserted in the Information Handbook (IHB); report accepted

- Sleep Apnoea: very interesting paper dealing with information about sleep disorder called sleep apnoea, and the consequence: fatigue and downgrading of performance; report accepted.

- Update on the English Language Proficiency Requirements Implementation: the original deadline of March 8 2008 could not be met by many States. The deadline was postponed till 2011 provided States would post their implementation plans on ICAO website. So far, 25% have NOT posted any implementation plan yet; 11% have NOT stated a clear implementation date; 27% are compliant since 2008; 4% will be compliant by 2009; 19% will be compliant by 2010 and 14% will be compliant by 2011. Importance for MAs to push for their service providers to take actions. (USA: we given Level 4 without being tested)

- \*Work Programme for Professional and Legal Committee (PLC) for 2009/2010. The presentation lists the various items to be dealt with in the next year. A vote is taken on the Standing Committee and the following MAs are elected: Belgium, Germany, Hong Kong, Israel, Italy, South Africa, Switzerland, The Netherlands, United Kingdom, USA – MAs having expressed their interest but not elected are: Austria, EGATS, Iran, The 10 MAs elected will get their missions reimbursed by IFATCA.

- \*Raising retirement age for ATCOs, presented by Egypt.

### 3- Overview of EGATS Interests – Highlights of EGATS comments:

- \* Review of Legal section of the IFATCA Manual:

Some recommendations had to be debated in order to be integrated in the IFATCA Manual. A summary of the EGATS interventions together with various proposals and some explanation can be found below:

EGATS is looking forward to see further and serious developments made to cross border legal status. As International centre, we have been confronted with such situation for 35 years and, to date, no satisfactory answer can be given in case of an accident. Further, it was brought to our attention that the Luxembourg Parliament is debating a text, to be developed as a new law. This text would enforce the following: when an incident or an accident occurs over their territory, THERE WILL BE PROSECUTION in order to find out what happened. This development is really far from a Just Culture philosophy.

EGATS and Austria suggest taking the proposed added text item by item. As the chair “C” agrees, the various elements are debated:

4411 – “IFATCA is of the opinion that the increasing criminal and civil prosecution of controllers following aviation accidents and incidents is not in the public interest. This is a matter of how and where laws are applied in a very technical area and is not just a matter of inappropriate laws. This problem, then, should not be addressed through an international convention proscribing prosecution in these cases, but rather through an international understanding of the problems created in the technical field by such prosecutions and an understanding of the various matters of public policy involved”

EGATS voted against. Wording too high level-too complex- leading to loss of pertinence! The text was carried.

4413 – “In the event of an accident or incident that can be shown to have been caused wholly or in part due to inadequate standards, regulations, staffing, equipment and training or any other professional tool given to the ATCO, the employer will be vicariously liable for negligent acts or omissions by his employee in the course of employment whether or not such act or omission was specifically authorized by the employer”

EGATS can not agree to such wording. On one

hand we promote Just Culture and we make a policy on shifting blame from the ATCO to the organization. An amended wording should be found. A very lengthy discussion follows with the following proposal made by Austria and EGATS: inverting two paragraphs so it reads:

“Member Associations shall bring to the attention of their national administration written details of any persistent deficiency in order to create a deficiency data base and to emphasize their vicarious liability.

In the event of an accident or incident that can be shown to have been caused wholly or in part due to inadequate standards, regulations, staffing, equipment and training or any other professional tool given to the ATCO, the employer will be vicariously liable for negligent acts or omissions by his employee in the course of employment whether or not such act or omission was specifically authorized by the employer”

Further proposal by EGATS to simplify the last sentence by taking away: “whether or not such act or omission was specifically authorized by the employer”

The proposed amendment was unfortunately not carried.

The new text to be inserted:

4413 – “In the event of an accident or incident that can be shown to have been caused wholly or in part due to inadequate standards, regulations, staffing, equipment and training or any other professional tool given to the ATCO, the employer should demonstrate that they are not vicariously liable whether or not such act or omission was specifically authorized by the employer”

De facto, EGATS abstained on this wording.

4413 – “The controller’s employer should indemnify the controller for all damages and legal costs for defence incurred if a controller is held liable as a result of carrying out his duties for his employer”



EGATS abstained because the wording is too vague, and opens doors for any kind of abuse by not considering certain responsibilities in case of deliberate acts, for i.e.

- \*Fatigue Management in ATC

Very interesting paper presented by South Africa. This paper is a in-depth look at fatigue starting with IFATCA policy, the definitions, the types and the symptoms of fatigue.

EGATS asked about the references used and mentioned that a very interesting study was carried in Germany (the "Kaisner" study) to know if this study was considered. The paper did not as it did not intend to be too detailed (?)

EGATS then highlighted environmental issues: stress comes from the working environment of the ATCO, not the work itself. This point is fully shared.

EGATS questioned the consequences when an Air Traffic Service Provider does not maintain a Fatigue Management System as part of the Safety system (auditable). EGATS wanted to see a strong recommendation and suggested to consider Fatigue Management as part of performance and safety targets.

Recommendation on Fatigue Management carried :

"The Regulator/Legislator should:

- Develop comprehensive hours of duty regulations for Air Traffic Controllers, incorporating fatigue management principles;
- Require all Air Traffic Service Providers to maintain auditable fatigue management systems and establish this as a key element of a target level of safety"

- \* Review of Policy regarding Retirement

EGATS wondered why this IFATCA policy needed to be revised. The arguments presented in the paper were dangerous for our community and not taking into consideration the specificities of certain very complex environments, but too often financial considerations.

The EB explained that the paper was developed on request of certain MAs as they were confronted to rising retirement ages in response to staff shortage !!!

EGATS could not accept this. It is not because the average live expectation is increasing that we, as ATCO, could work till an older age. There are too many elements to consider and complexity is growing; for i.e. If we are discussing this because of external financial constraints (economical crisis), it is very dangerous on a professional point of view to mix different elements.

EGATS expressed again its fear that such policy could be used against us. Negotiation flexibility should remain at local level with the aim to prevent extension based on financial reasons.

The following recommendation was carried:

"ANSPs must not increase retirement ages in an attempt to address ATCO staff shortage issues"

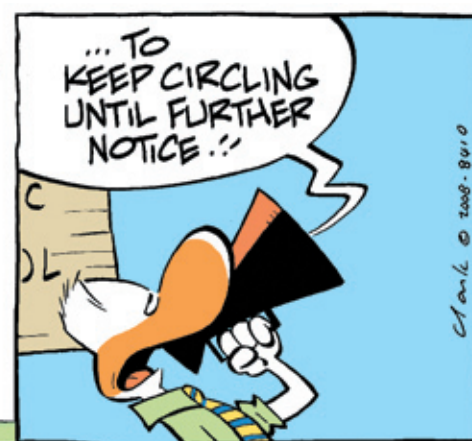
- \*Work Programme for Professional and Legal Committee (PLC) for 2009/2010:
- Examine wording used in incidents reports regarding Just Culture
- Human Factors in Safety Management Systems
- Investigating active Air Traffic Controller retirement age
- Evaluating recent trends around the world and presenting best practices on CISM
- To come up with guidelines on chemical dependency programs
- Cross border legal issues
- Legal expert
- Hours of work review policy
- Work and rest scheme
- IHB
- Mixed mode aerodrome
- Industrial relations
- Contingency plans
- Fatigue risk management
- English Language proficiency

Marjolein Hooijboer was elected as chairwoman of PLC for the next 2 years.

- \*Raising retirement age for ATCOs presented by Egypt.

Summary: Copying IFALPA (pilots association),

## Ding Duck



Ding Duck Clear For Take-Off @ [www.swamp.com.au](http://www.swamp.com.au)



IFATCA shall promote the extension of the retirement age for ATCO from 60 to 65!!! Pure financial motivation by Egypt members.

EGATS intervention was relatively brief...Rising pension age has an important safety aspect. If they want to get better pension benefits, rising the pension age is surely not the starting point and other ways should be sought before.

The paper was amended to be information material only.

#### 4- Conclusion:

Some Committee "C" recommendations deemed to general or not strong enough were brought forward by EGATS and sometimes, lengthy discussions followed in an excellent spirit. Even if EGATS was not elected this time as PLC member (very close call), the chairman Committee "C", Bert Ruitenber, expressed again his satisfaction towards our participation and hoped next year will see EGATS integrate PLC.

On a personal tone, I shall express my warmest recognition to EGATS and its members, to allow me to attend and take an active part in such

event. It is a wonderful human experience, a very interesting and fruitful experience and the work started should be brought further, striving for more stronger recommendations, when adequate, during other occasions.

This concludes my report for Committee "C" for the 48th Annual IFATCA Conference held in Dubrovnik, Croatia between the 20th and the 24th of April 2009.





## Report of the combined session of committee B and C

by Michael Ott

For the second time I had the honor of representing EGATS on the IFATCA Annual Conference. Although the official location of this year's 48th Annual Conference was announced to be Dubrovnik, it was really in Cavtat, a small but very beautiful village at the coast about 13 kilometers south of Dubrovnik. The hotel, the conference facilities and the organization by the Croatian association was excellent. After attending last year's conference in Arusha as the newcomer I already knew that it was going to be some hard work over the 5 days, but as well some good party and fun in the evenings. We even had the time to go to Dubrovnik on one evening and to do a little trip to Montenegro on the Saturday after the conference was finished.

My report covers the combined session of Committee B: „Technical“ and Committee C: „Professional and Legal Issues“, which was scheduled for Tuesday, the second day of the conference. The very good and experienced chairmen Bert Ruitenberg (a human factors specialist from LVNL) opened the session at 08:30.

After a short report by the Technical & Professional secretary the ANC (ICAO Air Navigation Conference) report was done by Andrew Beadly via audio presentation. After the report the ICAO observer Vincent Galotti emphasized that Andrew is contributing a lot and how valuable it is for IFATCA and ICAO to have representatives like him.

This statement assured me that we took the right decision to support IFATCA financially over the next two years to enable to send Andrew to the ICAO meetings. After those two years NATCA will take over all the costs and send an IFATCA representative to attend the meetings of the ANC.

An extensive working-paper was done by Andrew Beadly about a performance based approach towards ATM. Several Recommendations were carried and added to the Manual of Global Performance. Some were seconded by EGATS. In a nutshell they ensure that controllers are involved in performance management that affects controllers, including assessment of the validity of models and in the selection and use of metrics. Furthermore in the operation, maintenance and development of the ATM system the level of safety shall always be maintained or improved.

The fact that controllers were not involved to a sufficient extend in the development of NFDPS shows what problems can be caused, when this policy is ignored. Even when this was added only now to the manual, which is of course too late for us at least it clarifies now the procedures suggested by IFATCA for the future.

The next agenda item dealt with the prevention of runway incursions, which of course was not so interesting for us. This is why we abstained in the vote, so we did not influence the outcome.

Afterwards the policy on Mixed Mode Operations was reviewed: Mixed Mode operations are defined as ATM Operations that require different procedures due to variances in airspace users

characteristics and/or ATM design within the same area of controller responsibility. One example we deal with all the time in our work is the difference in wake turbulence categories of different aircrafts, or as well speed differences. The policies that were carried ensure that whenever possible Mixed Mode Operations shall be avoided. However when it cannot be avoided it shall be assessed that the controller workload does not increase to an unacceptable level. EGATS proposed to include complexity in the recommendation to stress that it is not increased to an unacceptable level. However after some discussion in which we got a lot of support for our proposal from several membership associations it was decided in a very close vote to keep the initial wording. It would have been nice to have it in, but in the view of the TOC complexity is already part of workload and therefore it is not necessary to add it.

Next on the agenda were the presentation of various reports. For us most interesting was of course the presentation of the report of the EVP Europe Patrik Peters:

In Romania some controllers are facing legal penalties due to a runway incursion. Although nobody was hurt in the accident they are persecuted and could be sent to jail for up to seven years. Bert Ruitenberg has written a paper on behalf of IFATCA trying to give support. Unfortunately there is an increasing lack of people willing to attend the various Eurocontrol working groups. Some of these groups are very important and have a great impact on the future of our profession. Please let us know if somebody reading this article is interested to contribute.



In the last year he published nine newsletters for the European region about the work that has been done, which we always put on our notice board.

I would like to use this occasion to thank Patrik for his work. He always has our full support, not only financially.

The report by the liaison officer-Geneva was about the problem of separating the operational and professional issues from the social aspects. At the moment IFATCA is not dealing with any

social issues, but the EB supports the vision of getting involved with those as well. After last years vote by our members it will clearly remain separated in Maastricht, but TUEM and EGATS try to work together closer than ever.

The IFATCA president Mr Marc Baumgartner gave an update about the „IFATCA vision of future ATM“. It is planned to publish this document on the Air Traffic Controller Day in October 2009, however this might be a bit too ambitious. It was explained as well that this document is a

vision by the EB and could function to guideline IFATCA's future actions.

The combined session was closed at 14:30. But afterwards we continued again separately, which is covered in either Raf's or Frederic's report.

Last but not least I would like to thank Euro-control for supporting us with Missions.



## IFATCA conference DUBROVNIK

**20-24 April 2009**

From Alessandro Mercati, EGATS observer

Hello everyone, this year I had the chance and pleasure to attend the 48th IFATCA conference, which was held in Dubrovnik, as EGATS observer after I won the ballot made between the 3 applicants. Not many indeed, although it was such a great experience that I would recommend it to everyone.

I am not going to describe in details what was discussed during this week, but I will try to give you some ideas of what IFATCA deals with from the eyes of someone who never attended such an event and of course I will share with you the social surrounding of this experience.

Our trip started in Dusseldorf on a very early flight leaving at 5.25am., everybody half asleep but full of expectations, we arrived at the hotel Croatia in the Cavtat at 8.00 where obviously the rooms were not ready. But we killed some time having a great breakfast until when we got the keys and could rest for a while before taking a walk in the town of Cavtat, 13 km from Dubrovnik, a little village where it seemed that the time stopped many years ago, so quiet and relaxing as we are not used anymore.

Sunday night there was the welcome drink offered by IFATCA where I had the chance to meet colleagues from every corner of the world., I spoke to guys from New Zealand, Iran, Uganda, Dominican Rep. and of course all over Europe having the chance to share working experiences but also everyday life matters.

I managed to stay up for quite a while even though the fatigue from the early flight kicked in but it was such a nice atmosphere that I simply could not go to bed.

### Conference day 1

The day after, the conference started at 10.00 (thanks God it was not earlier!) with the opening ceremony, the organizing committee welcomed us with a traditional Croatian drama on the stage of the main conference room, which reminded me the story of "Troy" with music, dancing and fights, followed by the speeches from the hosting responsible for hosting of the conference including the IFATCA president Mr. Baumgartner, which described briefly the main issues to be discussed during those 5 days.

A few weeks before the event Ive provided me with the working papers for the conference which I had time to read briefly before getting there, in order to get an idea of what would be discussed by the three committees during the

week, committee A was responsible for administrations matters, committee B for technical and operational issues and C for Professionals and legal aspects.

I decided to follow Ive on my first and second day in committee A, and here are some of the topics discussed which I found interesting.

The case of 3 colleagues from Sierra Leone which have been arrested for allowing an aircraft carrying drugs to land, was briefly mentioned. IFATCA is helping them to get released and 1 is already out while the other 2 will be set free soon. Similar help has been received by 7 Romanian ATCOs facing court for a RWY incursion case, again IFATCA is fully supporting them.

Then was discussed the request for affiliation from 4 counties: Burundi, North Korea, Somalia and Brazil, the first 3 were accepted without any discussion but for Brazil they had to go through some issues regarding the number of associates that this organizations has declared and which reduced from one year to the other by 70% (from 1000 to 300 controllers) in order to pay a cheaper annual fee, since there was not a big hurricane or earthquake in Brazil that looked suspicious and IFATCA wanted to know why.



On day 4 of the conference they provided an explanation for that: and it was due to the legal expenses the federation had to face after the mid-air collision in 2006, so it was decided to accept them again by paying a lower fee for the following years until able to pay the full amount again.

Another topic on the agenda was the official IFATCA magazine "The Controller" edited by Philippe Domogala, which made a presentation showing that out of 136 member associations of IFATCA only 55 subscribed for it and the question was why 81 did not show interest.

If the reason for not subscribing is purely economic, a few MA's including EGATS offered to sponsor these member with difficulties to pay the annual fee and the suggestion from the editor was to aim to get at least 1 copy per rest room per ATC centre in order to increase the number of printed copies and to reduce costs.

It was also mentioned by Philippe that the position of the deputy editor will be created in order to cover for his absence and will be filled by Philippe Marien who has been already involved on the magazine quite deeply and who will take over in the near future from the actual editor.

After the end of the afternoon session at 15.30 we had time to enjoy again the town of Cavtat and the facilities offered by the hotel like fitness room or indoor heated pool before going for dinner at a nice terrace restaurant facing the sea and eating fresh fish, finishing then the day in the dancing club at the hotel for the last drink before going to bed.

## Conference day 2

The day started with a lot of rain which continued for the whole day. As I said before I decided to follow Ive again in committee A because the other committees had a combined session meaning that Raffaele, Michael and Frederic would already be there. So I had the "honor" of being the president assistant again.

The main topics covered this day were the

entitlement of the MA's to access the special circumstances fund to pay the annual fee to avoid being suspended or even terminated, the presentation of the 2010 conference that will be hosted by the Dominican Republic in Punta Cana and the election of the 2011 venue between Jordan and Nepal.

Regarding the special circumstance fund it was clarified that it is there to help organizations facing economical difficulties but it's a "privilege" and not a "right" and the MA's shall not abuse of that, is why can only be requested for 3 consecutive years before getting suspended if failing to pay the organization annual fee.

Then the fun started when the Dominicans finalized the details and the figures of the venue in Punta Cana next year for which the accommodation all of a sudden resulted turned out to be 26% more expensive, because of the taxes they "forgot" to mention the year before when they were appointed.

The organizing committee also failed to answer some of the questions especially the one from Trinidad and Tobago regarding the transportation between Santo Domingo international airport and Punta Cana (more than 3 hours by bus) they said that the only shuttle provided by the organizing committee will be between Punta Cana airport and the hotel although most of the regular airlines land in the capital.

Another unclear situation was raised by the Cyprus delegate regarding the accommodation cost proposed by the OC which seemed to be the almost the double of what could be found on the hotel web site.

Ive and I calculated how much a week at the hotel would cost and it was around 1300 euro for the accommodation only. What really surprised and also disappointed me was that none of the African countries which will have more problems to be there complained about that and the only remark they were able to make was regarding the Conference fee that should cost for them the same whether paid in advance or on the site but we were talking about 20USD difference!

To my great surprise, when it was time to approve the proposals from the Dominicans, it was accepted with no reserve despite the above mentioned situation.

Then it was the time for the candidates of 2011, Jordan and Nepal, to present their proposals and both of them were very unclear again. Even though they were supposed to be elected at this circumstance, they provided again very vague details and they presented their application more from the touristic point of view rather than the showing the facilities of the venue, with Jordan not even able to say where the conference would be held (Amman or Aqaba).

It was really difficult to decide between the two of them due to for the poverty of the informations provided and just before the vote United States and Canada said that the air fare to get to Nepal would be the double compared to Jordan influencing the vote a bit.

The chairman and some other participants then checked on the net and they said that if booked well in advance the transportation fee was not that different and then the vote was done...and out of 71 votes 3 did not express a preference but 34 voted for Nepal, and the same for Jordan!

The chairman then had the responsibility to decide himself but he did not use that and proposed to repeat the vote the morning after, where some changed their minds and voted for Jordan that was elected to host the 2011 conference in Amman.

## Conference day 3

The day after I moved to committee C (professional and legal aspects) with Frederic and the morning was spent on the "just culture" concept where IFATCA defined just culture as a culture in which atco's are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training but where negligence or wilful violations are not tolerated.

The aim of investigations is then to prevent

accidents rather than blaming controllers and the federation is of the opinion that prosecuting executing controllers should not be in the public interest, as it sometimes happens in case of incidents, but should only be focused on evaluating them to prevent a possible re-occurrence.

We talked then about staff shortage, a problem increasing worldwide and only masked with the current actual financial crisis and the willingness, or sometimes obligations, of atco's to do overtime.

It was recognized that the staff shortage in the world is approximately 5000 controllers due to lack of the ability to attract new trainees into the profession, the willingness of ANSP's to carry out sufficient training and retirements, IFATCA will continue to monitor the situation because counting on ATCO's reliance to work overtime is neither sustainable nor safe due to increase of controllers fatigue, sickness and threat to safety.

In the afternoon I had the chance to visit Dubrovnik since the weather was not too bad but still not good enough to just lie in the sun, and I had a nice walk through the old town and on the walls which overlooks the Adriatic sea in a really special surrounding., Lucky I did not join the tour proposed by the organizing committee since they asked 72 euro for a 4 hours walk including the transportation which I managed to do with less than 5 euro!

#### Conference day 4

On the 4th day of the conference there were things to be discussed only in committee A which left me with no choice rather than following I've again and to see the ending of the Brazilian case that I have already mentioned.

In the afternoon there was discussion on environment and ATC under the name of IFATCA PANEL during which some representatives of IATA, IFALPA, CANSO, and Eurocontrol made a some presentations regarding the subject from their point of view.

The first one was the expert from IATA that

explained the concept of the "perfect flight" from their economical and environmental vision, which can be achieved with several procedures like taxing with a single engine running, uninterrupted line up and take off, cruise climb to the RFL, continuous approach descend and again uninterrupted taxi to the parking position. This "perfect flight" would be of course the real ideal one but it can only be a dream in any busy airspace like Maastricht and after he finished I could see only doubtful faces around me.

The panel then continued until it was the time for a Dutch colleague working in Amsterdam ACC to do his presentation and he could really convince everybody that some of these so called "environmental friendly procedures" are against any capacity or safety concept.

He explained that at Schiphol they change the landing direction for noise abatement 17 times a day on average, obliging the controllers to change procedures so often that it could result in confusion. Then he showed the 54 rwy's in Amsterdam and explained that the shortest way from the IAF coming from the east would be by using the one with the approach over the city but of course they should use that only in case no other option is available, and the last example he made was the recent construction of the 54th rwy so environmental friendly that after landing the aircrafts has to taxi 20 minutes to get to the apron!

You can imagine who received the biggest applause of the session, especially after he said that the controllers have always to adapt to procedures never designed from us and we always get the garbage to sort in the safest possible way.

After the panel was finished I had my relaxing massage session offered by the company E-REJUVENATION which has specific programs specially designed for us controllers and used already by the Croatian colleagues to lower the fatigue and tiredness from our profession.

That guy explained how energy works in our body and how to raise it to achieve the best

performance for shift workers, it would be great if we could get something like that because it really made me feel better, believe it!

#### Conference day 5

The last day of the conference was left for the regional meetings where every delegate from the member associations had the chance to explain their problems or concerns.

Some of the topic discussed where the pension age for controllers that in some countries was raised to 67 years and the implementation of background voice recorders in the OPS rooms, like in Sweden, leading to a continuous monitoring of the environment that could be used against us. We also did not miss the chance to show our dissatisfaction about the NFDPS, celebrated everywhere in the world like the best software but so far definitely not from our operational point of view.

In the evening there was the farewell party in the Revelin fortress in Dubrovnik where we had the opportunity to say goodbye to all of those that shared this unique experience with us.

The last day spent there we had no work to do and we rented a car to make a trip to Montenegro since the boarder was very close, and have a look at the towns of Tivat and Kotor by driving along the coast inside what looked like a fjord due to the high mountains directly on the sea.

The only unpleasant thing of a beautiful day, apart from the rain, was the local police trying to steal some money from us for not having the lights of the car on, but we avoided that thanks to Raf's charm and negotiating skill and we could continue our journey with no further problems.

In conclusion I would like to say thanks to EGATS for having given me the chance to make this experience that made me grow both from the professional and human point of view, I will always keep inside me all the good memories which I shared with you guys.





## Ferry Flight Fun

– with Jan

Viktor Koren

In a continuing effort to bring more interesting stories from flight decks to the EGATS membership, OUTPUT was happy to accept the invitation to join our colleague, Jan Monten for a short ferry flight.

As many of you are aware, Jan – besides being a duty supervisor in the OPS room – is also a freelance pilot, working for ASL nv, a Belgian air taxi company with its headquarters based at Antwerp's Deurne airport. They mainly fly from regional airports out of the Benelux but as they advertise their flexibility, depending on the mission, their aircraft can be placed anywhere where there is a suitable airfield. ASL was founded in 1998 and they started their flying activities with a single Piper Seneca II. Today ASL has a fleet of 5 turboprops and 5 business jet aircraft: 4 Beech King Air-s, (an F90, a B200, a 200C, and a B350) 1 Beechcraft 1900 D and 4 Cessna Citation Jets and a Cessna Mustang VLJ (Very Light Jet). ASL offers individual business, charter and cargo flights, ambulance and organ transportation flights and also aircraft management service to its customers, which includes the selection, operation and possible commercialization of corporate aircraft. ASL's aircraft are operated by 14 full-time employees and 30 freelance pilots.

Jan's mission of the day was to pick up one of

the company's business jets, the Cessna C525A Citation CJ2 at Dusseldorf airport where some engine maintenance had been carried out by Jet Aviation's maintenance unit.

As the type can be operated by a single pilot Jan will be the only pilot flying the aircraft on the short flight between Dusseldorf and Antwerp, hence the possibility for me to occupy the right seat in the cockpit! ASL has the policy that despite of the single pilot option, they operate all commercial flights with 2 qualified pilots.

During a lengthy and thorough hand-over procedure by the maintenance technicians, Jan received a detailed explanation as to what sort of work exactly had been carried out on the aircraft. Engine cowlings closed and having completed the paperwork we were ready to settle ourselves in the state of the art cockpit of OO-FLN. This aircraft (cn C525A-0179) was manufactured in Wichita, Kansas in 2003 and ASL acquired the aircraft used in 2006. The Citation CJ2 is a business jet that accommodates a maximum of 7 passengers and has an operating range of 2500 km.

In the meantime ASL's flight operations had already filed a flight plan for us and while Jan was preparing the flight he talked me through the PREFLIGHT and BEFORE START checklists. The information received via the latest ATIS confirmed what we already knew: we can expect runway 05 Right for take-off in perfect weather conditions. There was a slight crosswind com-

ponent (330 degrees 9 knots) but otherwise no clouds and more than 10 km visibility had been reported. I was given the chance to handle the radio and make all our communications with ATC.

All check lists completed we were ready to go so we called delivery for our clearance: we received our departure procedure (the NETEX1Z) and our squawk, 2573.

For the taxi clearance we called the Ground on 121.9 and obtained our clearance for the short distance from the General Aviation terminal via taxiways Victor and X-Ray, to the holding point of RWY 05 Right. The preceding aircraft BAW945 an A319 to Heathrow has already started its take-off roll, so there was no delay for us. We quickly finished the BEFORE TAKE OFF checklist followed by the RUNWAY LINE UP CHECK items: Jan made sure that the anti-collision lights, landing lights, ignition and pitot/static heat were selected ON and also checked the QFU (the magnetic heading of the runway) indeed corresponded to 053 degrees and that's exactly what the heading indicator showed, followed by a final check of the altimeter setting. Having received the take-off clearance from the Tower controller, Jan applied take-off power and the two Williams Rolls-Royce engines (producing a maximum 10.2 kN or 2300 lbs thrust) accelerated us down the 3000 meters runway. At the take-off weight of just below 11000 lbs (the type's MTOW is 12500 lbs) we did not need all the runway, in fact we were airborne





# Ferry Flight Fun



after a take-off roll of approximately 800 meters. The positive rate of climb was obvious and noted, so Jan retracted the gears and following the prescribed noise abatement procedure, he applied take off thrust until passing 1500' then reduced power to climb thrust climbing with a speed 10 to 20 knots higher than V2 (V2 is the take-off safety speed: the target speed to be maintained in case of an engine failure) up to 3000 feet AGL where he retracted the flaps and accelerated smoothly to en-route climb speed.

We could easily comply with the restrictions of the SID (that is also the noise abatement procedure) which required a minimum climb gradient of 7% (or 425 feet per Nautical mile) until passing 3000'.

We remained on the TWR frequency until passing 2000' then contacted Langen Radar. We soon found out that we didn't have to complete the standard departure procedure as we received the next clearance direct to MODRU then soon afterwards to BATTY. We climbed unrestricted to our requested level of FL180 which was of course much lower than the aircraft service ceiling of FL 450. With a bit of tailwind of 17 knots we managed a ground speed just above 300 knots. This was just a very short hop so when we called Brussels Radar on the 129.575 who cleared us direct to FLORA then BRUNO VOR we knew that the cruise phase will only last for a few minutes. During this short phase we passed exactly above our home town Zutendaal and we could also easily identify

Zwartberg (EBZW) airfield, home base of our flying club the Limburgse Vleugels.

Jan started his flying career here in 1993 when he obtained his PPL. Completed CPL/IR training in 1999 he then started flying a private Citation Jet OO-PHI, the first one in Belgium. In the meantime he has got additional qualifications on CJ2, CJ3 and Learjet 60XR and holds a frozen ATPL

From our cruising altitude the Balen - Meeuw area - aka the Pampa range, a firing and bombing practice area of the Belgian Air Force - was also nicely visible. We did not have much time for sightseeing though as we had to start the descent about 20 miles before FLO. The direct course to BUN meant an almost straight in approach for RWY 29 in Antwerp. We already checked the latest weather (by radio, EBAW does not have an ATIS) which reported 6 knots wind from 350 degrees and only few clouds at 2000 feet in the vicinity of the airport. As we crossed the transition altitude of 4500' we noticed that even during this short flight,

conditions were becoming hazier as we were quite close to sunset. Just before BUN, we were cleared to intercept the LOC on the present heading and gradually descended to 2500 feet. Despite of the haze we had visual contact with the airport - which is situated in a densely populated area - quite early during the descent. With only 1 other VFR traffic on the opposite end of the traffic circuit we obtained the landing clearance from Antwerp tower. We descended on the glide slope and our position was confirmed by the PAPI lights. Following a smooth touchdown we rolled along the 1510 meters long runway to enter taxiway A and taxi through the apron where 2 VLM Fokker50-s were being serviced. Jan parked the Citation on Apron 2 in front of ASI's own hangar. This short ferry flight only lasted for 25 minutes during which we managed to burn 556 pounds of jet fuel. Short flight, lots of fun!

Cheers Jan!







## EGATS Photo Competition

Paul Hooper

I had stated that if there were less than twenty entries for the EGATS 2008 photo competition, I would have to give serious consideration to organising further competitions, based on the poor response to the 2007 event. However, EGATS' fifth competition has to be considered a resounding success, probably due to the endless possibilities afforded by the subject "Landscapes".

Her interpretation of the subject resulted in Cathy Servaes taking first place with her photo of an iceberg taken in Greenland. In second place was David Cummins whose portrayal of Mount Kilimanjaro from the Kenyan aspect was entitled 'Open Plain'. Third place went to Dessi Staneva whose submission was taken in the north west of Cuba.

By the generosity of EGATS the winners have received gift vouchers to the value of €200, €125, and €75

The judges for the 2008 competition consisted of students undergoing their two year Interna-

tional Baccalaureate course at the International School in Maastricht, guided by a couple of their art teachers.

Sadly, not everyone who requested a copy of the rules actually turned in photos. In most cases I am sure that this was down to a lack of confidence but, you will never find out whether your photos are worthy of scrutiny if you don't submit them. Take a look at the previous competitions and you will see that the extent of photographic competency ranges from novice to highly skilled, and you will certainly fit in there somewhere!

I was more than a little surprised to see a number of entries last year that had received little or no basic manipulation which left photos with uneven horizons and some even with vignetting – dark corners. In these days of low cost, or even free, photo editors there really is no excuse for submitting a photo that has not been brought up to the most basic standard. So, before handing in your photos just take a moment to check that the obvious faults have been corrected.

Sometime after the 2008 event I realised that not all entries had met the requirements laid down in the competition rules. I should like to

remind prospective entrants to this year's competition that the Exif file attached to your entry will tell me exactly when the photo was taken and thus, if it has not been taken within the twelve months preceding the competition closing date, it will be withdrawn. This particular rule attempts to provide "a level playing field" for all entrants.

Subject for the 2009 competition will be "Architecture" and posters to that effect will be displayed around the UAC. I should emphasis at this point that the competition is not restricted to just EGATS members and is open to all staff members at the Maastricht UAC and their direct family members, but I see no reason why it shouldn't be further opened up to staff at all the Eurocontrol establishments. Closing date for this year's competition will be October 31 and the prizes will take the same format as for last year.

Email me at [pauljay@home.nl](mailto:pauljay@home.nl) for a copy of the rules and you can view the previous year's photos at [www.egats.org](http://www.egats.org) or <http://muac.weebly.com>

Let's make this year's competition the biggest and best yet!

GOOD LUCK!!



2nd place; David Cummins







1st place; Cathy Servaes

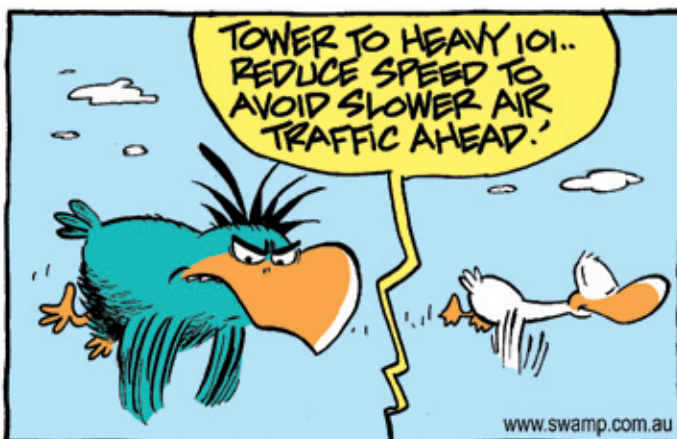


3rd place; Dessi Staneva

The EGATS 2009 photo competition. The rules for this year have been slightly amended and are as follows:

1. The competition is open to all EGATS members, their partners and direct family members, as well as Eurocontrol employees at the Maastricht UAC, their partners and direct family members
2. The competition subject is "Architecture", which may be photographed in any environment and limited only by your own interpretation and imagination.
3. Photos may be taken in any format, i.e. slides, prints or digital, but should be submitted in digital form.
4. Photos may be taken in any size format, e.g. 35mm, 645, 6x7 etc. but the above requirement should be kept in mind.
5. Entries may be submitted in color or black & white, however, prizes will only be presented to the overall winners.
6. Photos should have been taken, by the competition entrant, within the twelve months preceding the competition closing date. This rule will be strictly applied, by use of the EXIF file attached to the photo.
7. Each entrant may submit a maximum of three photos.
8. Entries should include as many details as possible e.g. camera/lens used, exposure details, location, date and time of day etc. Alternatively, the submitted photo's attached Exif file can be used.
9. The competition organisers reserve the right to submit entries to the competition, but will not be considered for prizes.
10. Entries should be submitted to Paul Hooper on CD (locker 157) or, preferably, via email to pauljay@home.nl as JPG files. Please try to reduce the photos to around 1mb to ease handling.
11. Entrants should advise Paul Hooper if they would prefer their photos NOT to be published or displayed after the closing date.
12. Copyright shall remain with the photographer.
13. Prizes will take the form of gift vouchers to the value of EUR.200 (1st), EUR.125 (2nd), EUR.75 (3rd).
14. Entries must be received by November 1, 2009.
15. The judges' decision will be final.
16. By submitting photos to the competition you will have indicated that you have read, and agree to abide by, these rules.

## Ding Duck



Ding Duck Clear For Take-Off @ [www.swamp.com.au](http://www.swamp.com.au)