

IFATCA

Report on the 50th IFATCA Annual Conference in Amman

Sure they can!

Freight dogging with TNT Airways

Committee B Report

on the 50th IFATCA Annual Conference in Amman

Adrian Stefan

Lucky winner of the EGATS draw for the annual IFATCA conference in Jordan

Committee C Report

on the 50th IFATCA Annual Conference in Amman

CPDLC Presented by PLC

Controller Pilot DataLink Communications in Europe

EGATS

Summer 11

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After a cold winter we were treated to a pleasant spring with great weather and high temperatures. We were also faced with rising traffic figures, and we came pretty close to passing the pre-crisis highs. But like always, the recovery is fragile and any bump in the road could quickly turn things around. In that respect we must follow the developments in Greece, Ireland and Portugal with great interest. A bankruptcy of any of those countries could seriously hamper long term European economic growth, not to mention the effect it could have on the future of the Euro. The fact that important decisions have to be taken unambiguously by the 27 European member states does not make things any easier. Another major downturn in the European economy will no doubt once again hamper the growth potential of the airlines, just when it seems things were going in the good direction. For sure, it will be an interesting summer.

As expected our letter on Just Culture at MUAC caused quite a stir. There were a lot of people who agreed, some who were a bit surprised about our action, but were willing to listen to our concerns, but also some who felt we caused some serious collateral damage with our approach. Let me reassure everybody that it is not our idea to throw everything that has been achieved in the garbage. We are aware that the gap between unreported (reference CAMAR) and reported incidents has reduced to insignificant levels over the past few years. Undoubtedly the Just Culture developed in MUAC has contributed to this evolution. Next to the normal reporting mechanisms, there is a mature Incident Investigation process, focused on analyzing what went wrong, and why, in order to prevent re-occurrence rather than attributing blame to the individual. This happens in an open discussion culture and analyzed in full depth in the RISC, resulting in recommendations to improve the system where possible. These actions are closed in a loop with the Safety Manager. Complementing this considerable time and resources are invested in the TRM process, including dedicated winter seminar formulas on Safety Culture. All these items must not be ignored and are most certainly a step in the right direction. What we wanted to achieve with our letter was a wakeup call for all parties involved. Just Culture starts with a mature and well-functioning reporting mechanism. We had the feeling that, aside from actual incidents, reporting and reaction to reports was lacking. Especially the INREP project seemed to have died a silent death at the time. Did I choose to spend my breaks surfing the internet rather than filling out a report in REMEDY about some system issue? Guilty as charged.

Did I choose to complain to my colleagues about the noise level in the ops room after the reshuffling of the sectors, rather than reporting it through the INREP? Guilty as charged. Of course the success of a Just Culture project is a mutual responsibility of controllers and MMT. But it seems that our campaign has yielded some results. After almost 18 months, there was a new INREP feedback bulletin. One could argue about the outlook of the bulletin, but at least it attracted attention. In addition, there have been 17 new reports in 2011, with 6 in May alone. We hope this will be the definitive re-launch of the project and that all parties involved will do the necessary work to keep things running. I, for one, will definitely try to better my life.

An issue which will certainly attract a lot of our attention going forward is the growing number of aging controllers. Now that the dinosaurs from the early days of MUAC have all retired, there aren't that many controllers above 50 in the ops room. But in the next 10 years this will change dramatically, as there are actually a lot of controllers aged between 40 and 50. Due to the rising traffic numbers and the increased complexity, it is envisaged that it will be more difficult for controllers to continue to work at the same level until their retirement. We're willing to work constructively on any project that proposes to solve this. IFATCA has already created some policy on the issue, which we will try to get implemented at MUAC. What we will not allow is that the issue of the aging controllers is used to push through certain plans which we feel will compromise safety. As a professional association, we just simply can not allow this to happen.

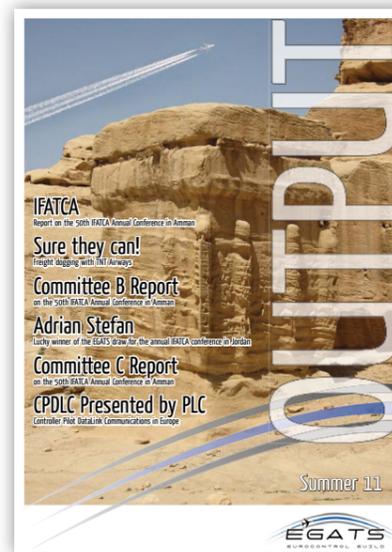
On the EGATS front we welcome Bernhard Romanik on board. Bernhard is a controller in the Brussels sector who has previous experience in Vienna, Austria. He did a lot of work for the Austrian Association in the field of safety, and he will take on a similar position for EGATS: Bernhard will be the liaison between EGATS and the Maastricht Safety team. He will be the recipient of all safety documentation and make sure that any concerns from the board are taken on board. We wish Bernhard the best of luck!

With that the only thing that's left for me is to wish you a great summer!

Professionally yours,
Ive Van Weddingen
EGATS President

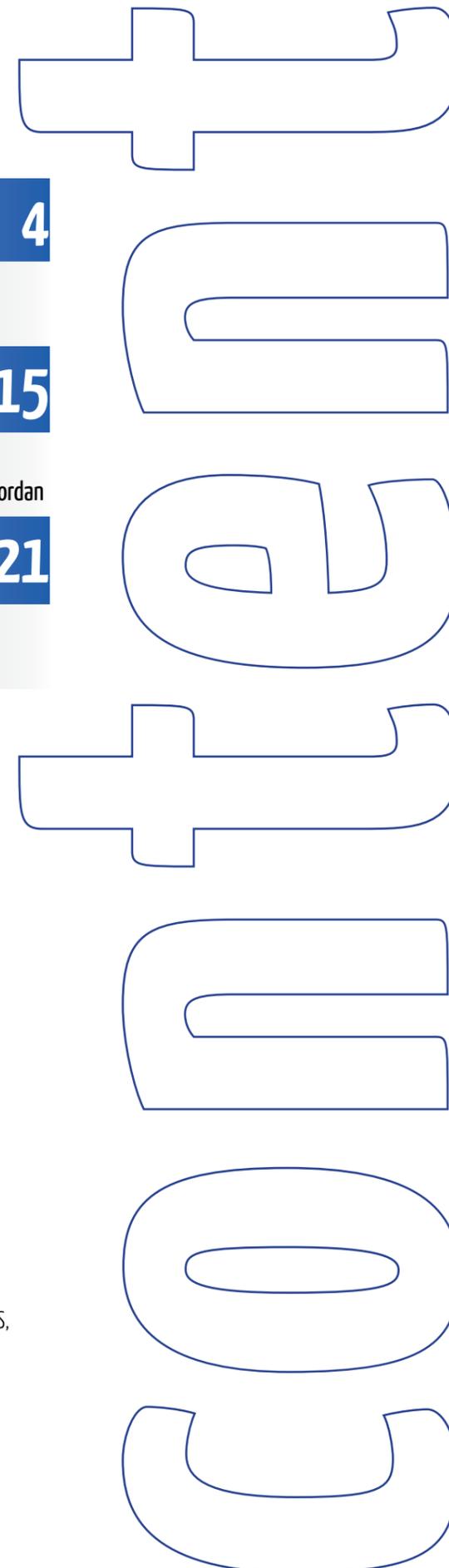
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All pictures are taken by the authors.



Report on the 50th IFATCA Annual Conference in Amman

By Ive Van Weddingen



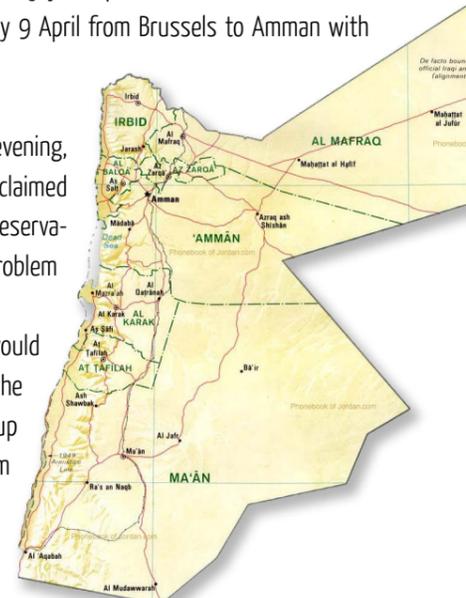
Bank. The country is about 92000km2 and the population consists of about 6.5 million, up from 5.1 million less than 10 years ago. Since

This year the IFATCA Annual Conference was held in Amman, capital of The Hashemite Kingdom of Jordan. Jordan is located in the heart of the Middle East. It borders Syria, Iraq, Saudi Arabia, Egypt and the West

the Iraqi war, it is estimated that up to one million Iraqis have moved to Jordan. In addition there are large numbers of Palestinian refugees living in the country. An estimated 2 % to 5 % of the population is non-Arab, but they are fully integrated into the Jordanian society. Jordan is a predominantly Muslim country and it has a legal system which is based on the French code with civil and religious courts. The constitution guarantees independence of the judicial branch stating "judges are subject to no authority but that of the law". The religious courts only deal with matters involving personal law (marriage, divorce, inheritance...) and in cases with parties from different religions, regular courts have jurisdiction. Jordan is one of the most Western oriented countries in the Arab world. They have held excellent diplomatic contacts with the US, and are one of only two Arab countries that have recognized the state of Israel (Egypt is the other).

When Directors in Committee A voted for Jordan in 2009 and one year later confirmed Amman as location of the 50th Annual Conference, there was no sign that this spring would be known as the Arab Spring. But the events that started in December 2010 with the uprising of the people of Tunisia and were followed by the revolution in Egypt rippled through the whole Arab world. Also in Jordan there were a number of demonstrations and King Abdullah II at one point fired the prime minister and called for a revision of the laws governing politics and public freedoms. It should be noted that the demonstrations were not aimed against the king, as he is a very popular figure. The effect of all this was that preparations were put in place to have an emergency annual conference in London with a limited number of delegates, just in case the situation would worsen or the safety of the delegates could not be assured. But in the end, none of this was necessary, and we enjoyed a peaceful week in Jordan. Jerry and I flew on Saturday 9 April from Brussels to Amman with Royal Jordanian.

We arrived very late in the evening, and on arrival the hotel claimed they only had one room reservation. But they said "no problem sir, we will arrange it". This was a sentence we would hear plenty more during the week. On Sunday we met up with some old friends from previous conferences.





We also took the opportunity to see a little bit of the country, taking a day trip to a resort at the Dead Sea. When we got back to the hotel, we went to register for the conference. Although we were first in line, it took a full 2 hours for the organizing committee to find our names and the corresponding payment details on their lists. After this frustrating intermezzo, there was an opening cocktail with traditional dance and music in the evening.

(USA) EB secretary and was chaired by Mr. Albert Taylor (Ghana) former EVP Africa – Middle East.

The first items on the agenda were applications to join from Pakistan, São Tomé and Cayman Islands. For Madagascar there was a request to change the member association. The same people formed a new association (APCAAMAD) and would like to replace the old association (SYNDICAM) with the new one. This was also accepted.

In his report, PCX Mr. Alexis Brathwaite (Trinidad & Tobago) reviewed the past year of his and the federation's activities. He regrets that it is sometimes difficult for the Federation to communicate to the membership what is going on, but he is very appreciative of the response the EB gets. Mr. Patrik Peters stated there is a lot of work left. The manual needs further review as there are still some items from 50 years ago in there. He expressed a will to continue the work in the coming years, as he is standing for re-election at this conference. He hopes there can be more interaction with the members by investing in new media like blogs, etc....Mr. Zeljko Oreski, EVP Europe gave an update on items that progressed since half February when the report was written. He informed us a link has been placed on the IFATCA website to a presentation on the Cagliari case. It will also be made available through the EGATS forum.

Mr. Andrew Beadle took over as executive secretary in September 2010 from Mr. Jack van Delft. Mrs. Adele Humphreys has been appointed as

The actual conference proceedings got under way on 11 April with the opening plenary. For a long time it had been rumored King Abdullah II himself would come to the conference, but in the end his schedule did not allow for this. After the welcome speeches and the roll call of directors, there was a surprise for Ms. Tatiana Iavorskaia, who has manned the IFATCA office in Montreal for 10 years, and continues to do an excellent job. Following the opening, we moved into the 3 committees and work could finally start in earnest. Traditionally the EGATS president has attended Committee A, and this year was no difference. In Committee A the day to day running of the federation is discussed, e.g. the work of the EB, finances, the Controller Magazine, etc...

The head table consisted of Mr. Darrell Meachum (USA) EVP Finance, Mr. Patrik Peters (EGATS) Deputy President (DP), Mrs. Adele Humphreys

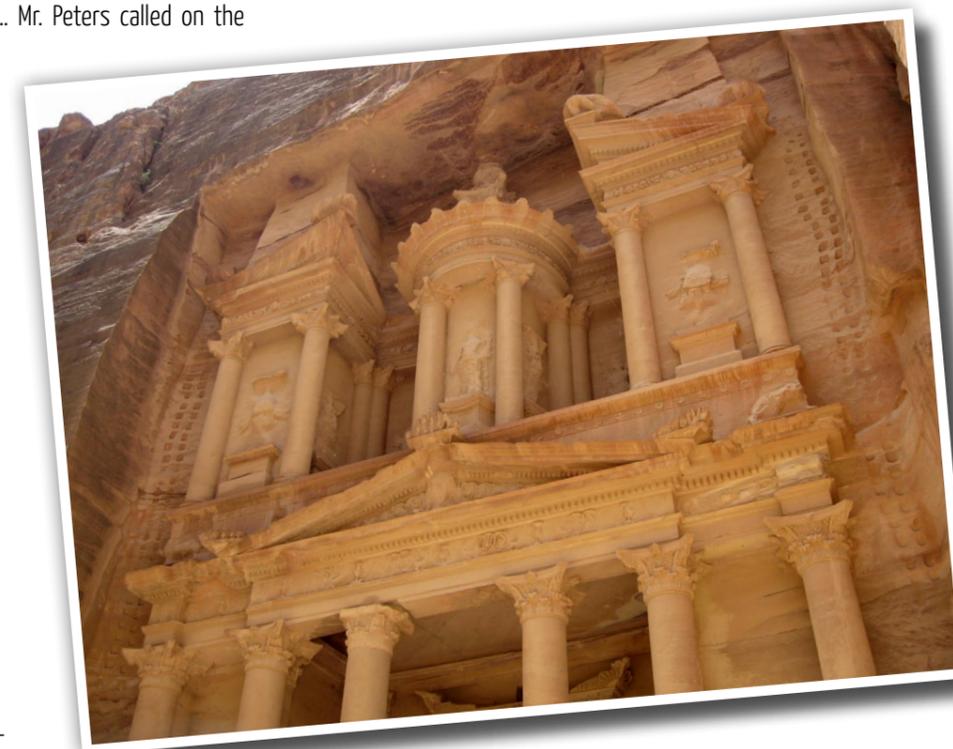


new executive secretary until 2013 and it has been decided to split the functions of conference executive and secretary in the future. Mr. Philippe Domogala took over as conference executive. He visited Nepal in February of 2011. He warned the directors that they should not expect the same level of service as in other countries. It is a third world country and the directors should be aware of that when they decide to vote for these kinds of countries. He stated that nevertheless it is important for the federation to go to these kinds of countries. There needs to be an update of the conference guidelines as it is not possible anymore to continue to organize the conference the way we did it in 1961. He proposed to start a think tank to discuss possible options.

Mr. Philip Marien, editor of the controller magazine was unable to attend the conference and Mr. Bernhard Romanik was attending the conference in order to perform interviews etc... Mr. Peters called on the people to provide more articles. Especially from regions other than Europe there is a lack of articles. It is vital that the magazine continues to be a global magazine. Mr. Taylor suggested that it would be interesting to publish accident reviews in the controller magazine so we can all learn from them. There is a slight increase in the number of subscriptions. In preparation for a bigger publication in relation to the 50th anniversary of the federation, the magazine budget was increased for this year. The task of finding advertisements for the magazine has been outsourced. Although this will cost some money, it is predicted that there will still be a net gain.

The 2nd day started with the report of chair-

man CAC (Constitution and Administration Committee). The group did not have to meet in person and did all the work via e-mail. Their work program consisted of items on the abuse of proxies, limitations on the number of positions held by people from one MA or one region and a review of the need to have paper copies of documents available, in view of the greater propagation of electronic media. They also looked into the IFATCA Circular, which in the future will need to be published at least 3 times per year. They will coordinate with the EB to set new deadlines for the submission of working papers. They clarified some discrepancies in the admin manual with regards to the responsibilities of the conference executive and the executive secretary. CAC also proposed to include a list of the conference registration fees in the administration manual. The directors are requested to provide input to the membership declaration taskforce in order to make it valuable. The EB informed the MAs that a special fund has been set up in order to support the family of a controller who died in the Christchurch earthquake. It is at such times that the global controller community really shows its heart and substantial donations were gathered through the rest of the week. EGATS also made a donation to this fund. We were treated to a short presentation by Nepal on the details for the 2012 Annual Conference. The proposed date is 12 to 16 March 2012. They have not yet decided on the hotel: Hotel Yak & Yeti (www.yakandyeti.com) is located 5 km from the airport in the downtown area. Hotel Soaltee Crown Plaza is 7km from the airport and 4km from downtown. In general the OC would prefer to use the Crown Plaza. The OC plans to make a final choice on the hotel



This year's
subject will
be 'Street Life'.

Attractive
prizes to be
awarded for
1st, 2nd and 3rd
places.

Closing Date:
November 1st, 2011

EGATS is pleased to announce its 2011 Photo competition

The competition is open to all EUROCONTROL staff members and their direct family members. Further information, and competition rules, can be obtained from Paul Hooper at: pauljay@home.nl
GOOD LUCK!!

EGATS
EUROCONTROL GUILD

by 1 July. Possible air links exist with Jet Airways and Qatar Airways, Etihad, Thai Airways as well as several others. The best connection might be through Delhi as there are a lot of low cost flights from Delhi to Kathmandu. Nepal is unanimously confirmed as venue for 2012. There was a presentation by Indonesia and an offer to host conference in 2013 in Bali. Spain and Cameroon offered to host the conference in 2014 and/or later.

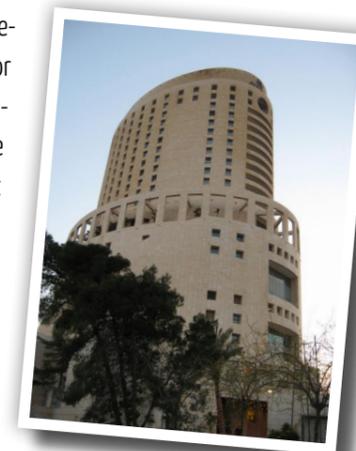
On Wednesday the day started with the report of EVP-Finance: Mr Darrell Meachum has retired from the FAA, and so he has more time to invest in the federation. He briefly explained how the federation invest their funds, but due to the very low interest rates, currently the return on investments is very low. The expenses for the audit are increasingly higher. This year there was almost a 50% increase in fees, combined with the reduction of value of the US \$ vs. the Swiss Franc. EVP-Finance together with FIC will investigate if it is possible to change the audit company, possibly outside Switzerland. There is no need to have to audit done in Switzerland. There were questions why there was such a big increase in expenses for the EB (\$ 88800 +). EVP-F explained that there were some entries in the budget that he didn't completely understand as he was not EVP-F at the time. In the old budget, it was impossible to explain why some items became significantly more expensive, but it was tried to rectify this in the future budget. The itemizing of the budget has changed in order to make it more clear what the federation will spend money on and make certain expenses more flexible. The Chairman Finance committee explained that in the future the income and expenditures for SESAR will be reflected in the budget as separate items, but in the definition phase this had to be handled as a profit. The debt of

terminated MAs will be reported to the Directors for 5 years after their termination, but the amounts are retained also after that time and will need to be paid before an MA would be allowed to re-join. Although the expenses were well above budget, the income was also well above budget.

FIC (Finance Committee) did not meet during the year, as the work items were few (2) and could be discussed via e-mail. They reviewed inflation factors and MA categories. There are a few changes in the categories of the MAs, including for two of the new MAs: Pakistan and São Tomé will move from Cat 3 to Cat 2 after one year. They also proposed a large number of editorial amendments to make the manual more clear in relation to the review of the reserve fund and policies related to this. They will sit together with the EB to determine work items for the coming year. Mr John Redmond was elected as the new chairman, as Mr Tord Gustavsson decided to step down after many years of service.

After this we moved into closed session. This was an opportunity to discuss items which MAs would rather not discuss in public. As usual a lot of the African countries had issues to report, ranging from problems with level 4 English proficiency to lack of recognition of the ATC profession, to equipment problems. It was also a moment for the Spanish MA to give an update on their situation: There are about 400 controllers charged in the case of the sick-out under an old law related to high treason, previously only applied to pirates. The arbitration they requested has only lead to daily practises applied by the company to be solidified in law, and they will be valid until 2013 at least. EVP-Europe stated that there was no reaction from any of the European institutions. DP explained that there seems to be a negative trend towards controllers and none of the other institutions want to get involved in what they called an internal issue.

During closed session committee A also deals with financial problems from MAs. The Directors told the representative of Brazil to instill to his executive board that, if they wish to stay affiliated with IFATCA that they need to fulfil their obligations. In order to avoid termination of MAs at this conference, Canada and USA paid part of the debt of Djibouti and EGATS agreed to pay the remainder. Germany took on the debt of Ecuador.



The last item on the agenda was the election of the IFATCA Executive Board: Mr Patrik Peters (EGATS) was elected as Deputy President. Mr Patrick Forrey (USA) was elected as EVP Tech. Mrs Keziah Ogutu (Kenya) was elected as EVP-Africa/Middle East. Mr D.K. Behera (India) was elected EVP Asia-Pacific. Finally, Mr Ignacio Oliva Whiteley (Argentina) was elected EVP Americas. In view of the excellent work they have done for many years, Mr Andrew Beadle and Mr Tord Gustavsson were honoured with the IFATCA Scroll of Honour.

On Thursday there was some time to relax in the morning, as all committees had finished their work by Wednesday evening. In the afternoon it was time for the IFATCA panel, which was entirely dedicated to the federation. Speakers from IFATCA, ICAO, FAA, ITF and Eurocontrol debated on the future of the air traffic controller function and the role IFATCA could potentially play in determining this. I have to say it was very interesting. Especially the gentlemen from ITF and the FAA made a lot of sense, a welcome change compared to some past experiences. Mr McMillan from Eurocontrol also had some interesting things to say, although I'm sure a lot of people in the room didn't quite agree with him. It was unfortunate that a lot of delegates had decided to skip the panel and that there was not more interaction with the floor.

Friday the conference was split up into informal regional meetings. For Europe, 32 MA's were present + 4 proxies (out of 44). Zeljko Oreski chaired the meeting as EVP-Europe. He started with a review of the minutes of the ERM in Bled. Philippe Domogala gave an update on the European Support Fund. There were two more payments since the last ERM and there is now just over € 10000 in the fund. EVP Europe gave an update on the people that are on the Regional Support Group and asks for more volunteers as there are still plenty of working groups and meetings to attend.

Here as well there was a closed session. It is amazing to see that, even in Europe, there are large numbers of issues on-going the most notable one obviously the Spanish situation. But also in Ireland there was in industrial dispute which led to suspension of certain controllers. They renegotiated their pension scheme which also included a payment cut for controllers. There are attempts to remove the right to strike. There is a new scheme which makes student controllers pay € 50000 for the controller education. This is to be paid back over a 4 year period after completion of training.

In Greece there was a 20% cut in salaries due to the financial crisis. In June there will most likely be another pay cut. There is a 3 month backlog in the payment of overtime and night shifts. There will probably be several industrial actions during the summer months.

Malta had a 100% increase in traffic due to the evacuation effort out of Libya. In addition a lot of the traffic that normally overflies Libya

is now overflying Malta. There is also a lot of military traffic now due to the NATO intervention. They had to create special corridors for UN flights flying in and out of Libya.

The OC of the ERM Dubrovnik gave an update on the preparations for the 2011 ERM. The website is www.erm2011.com. Croatian Airlines will be the official carrier; a discount will be negotiated with them and communicated at a later stage. The hotel will be the same as the one from the Annual meeting 2009. Serbia offered to host the ERM 2012 in Belgrade. The final confirmation will be done in Croatia.

Paul Neering and Marc Baumgartner give an update on EASA, SESAR and SES. They warned that the performance targets set by the EU will be very challenging and this will have a serious impact on the way we work in the future. Fred Deleau gave an update on his work as FAB coordinator. He called upon the MA's to share more information, as what is displayed on the official websites is often not reflecting the true situation.

After the end of the informal regional meeting, it was time for the final plenary and the closing of the conference. The IFATCA EB decided to hand out several awards to people who worked for the federation. One of the recipients was Mr. Bernhard Romanik, for his efforts to make this conference a success. In the evening there was a final dinner at a Dead Sea resort followed by music and dancing on the beach. It was a beautiful end to a very successful 50th conference.

On Saturday we decided to take a day trip to Petra. Any visit to Jordan would not be complete without visiting this historical city, which was declared a UNESCO World Heritage site in 1985. In fact, Petra was chosen by the BBC as one of the "40 places you have to see before you die". It featured in several movies, the most famous one probably being "Indiana Jones and the Last Crusade". According to Arab tradition, Petra is the spot where Moses struck a rock with his staff and water came forth. The city was established in the 6th century BC by the Nabataeans as the center of the caravan trade and continued to prosper until it was destroyed around 550 AD. Most of the buildings in Petra are reduced to ruins, but some are still mostly intact. The most impressive are Al Khazneh (The Treasury) and El Deir (The Monastery). Petra is the most visited tourist attraction of Jordan and a lot of effort is put in to conserve it.

I would like to thank EGATS for allowing me to attend the 50th annual IFATCA conference and I hope I will be able to attend a few more conferences as it is always refreshing to meet with other controllers from around the world. I would also like to thank Eurocontrol for their support to EGATS, without this we wouldn't be able to attend the IFATCA conferences.

Freight dogging with TNT Airways

Sure they can...!

A large majority of Air Traffic Controllers are usually busier during the day than during a nightshift. There are however a few radiotelephony callsigns which are always associated with night operations. One such call sign is "Quality", the official ICAO callsign of TNT Airways which sounds familiar to all ATCO's on night duties. I travelled to Liege Airport in Belgium to join the crew of TAY27R to find out how a typical short haul cargo flight is operated by the company. TNT opened their European hub at Liege Airport in Belgium in 1998. They had several reasons to choose this airport. The company was looking for a location in the vicinity of the Paris-Amsterdam-Frankfurt-London area with excellent road connectivity and the future opportunities for expansion combined with unlimited number of night flights at an uncongested airport. That's exactly what Liege was able to offer and made it a number one choice for the company. TNT Airways, the airline of the group was created in 2000 and now operates a fleet of 42 aircraft. Every night an average of 40 aircraft serve 63 airports in 26 European countries from the Liege hub. The company also operates flights to New York JFK 5 times a week and flies to Singapore, Shanghai and Hong Kong three times a week. TNT Airways employs about 500 people in Liege including 250 pilots.

TNT Airways' fleet consists of

- 4 Boeing B747-400ERF (payload 117 tons)
- 2 Airbus A300B4-200F (payload 43 tons, operated by Air Atlanta)
- 5 Boeing 757-200SF (payload 25 tons – operated by Icelandair and Gestair)
- 12 Boeing B737-300SF including 2 QC (payload 17 tons)
- 19 British Aerospace BAE146-200/300 including 2 QC (payload 12 tons)

Using the QC models the company can offer passenger charters as well besides its usual cargo operations.

I joined the crew of tonight's flight to London Stansted at a very unfriendly time at quarter past 3 for the pre-flight briefing. Commander of the flight will be Captain Vincent Carpentier, a Belgian Air Force veteran assisted by the First Officer, Jean-Francois Mahieu. Vincent who spent most of his carrier flying F16 fighters and later Embraer 135 and 145 jets for the Belgian Air Force, flies for TNT since 2008 and accumulated around 4600 flying hours. TNT is Jean-Francois' first employer in aviation where he started in September 2008.





They will be accompanied by TNT's Internal Communications expert, Ms Pascale Nizet. The flight on the first leg was assigned the call-sign TAY27R (radiotelephony call sign: Quality two seven Romeo). The crew obtained the flight plan prepared by TNT's operations then they thoroughly checked all the documentation concerning the flight along the filed flight plan route. The short flight (the total estimated time was 45 minutes from off block time to engine shutdown) was after departure planned via the BUB (Brussels) VOR where the flight would join airway UL608 to SUMUM waypoint where it joined the airway Y6 which connects to our planned STAR (standard arrival route) the CASEY1C. The return leg today was going to end at Brussels Zaventem airport where the Boeing 737 was scheduled to undergo some maintenance at Sabena Technics.

Also prepared was the collection of NOTAM-s (Notices to Airmen) which covered the departure and arrival aerodromes and the filed route and airspace. This documentation required some careful reading. The crew would have to be familiar with everything that affects air navigation or operation at the airports. Today for example one NOTAM stipulated that our expected runway 23 Left will be available for takeoff-s from taxiway S4 which somewhat shortened the originally 3287 meters long asphalt but of course still gave enough distance to the Boeing to perform a safe take off roll. NOTAM-s concerning UK airspace described several route availability restrictions and Danger Area activations but nothing along our short route to Stansted airport. Luckily the Volcanic Ash Concentration Charts (VACC) issued by the UK Met. Office did not show any No-Fly Zone (i.e. areas of high contamination) anymore over the South of England. One of the Belgian NOTAMs warned the crew that the BUN (Bruno) DVOR/DME navigational aid was out of service, this would be noted on our flight back to Brussels as our planned arrival

route included this nav. aid station.

The only other operational NOTAM that was of particular interest for the crew was the one that describes the speed restrictions inbound to Stansted. According to this all approaching aircraft must maintain 220 knots during the intermediate approach phase, 180 knots on base leg/closing heading to the ILS (instrument landing system), between 180 and 170 knots when first established on the ILS, thereafter 170 knots to 5NM (nautical miles) DME.

The crew then checked the prevailing weather conditions at the aerodromes and also the weather charts. Although the latter showed some approaching low pressure area from the western part of the UK, for the time being this had no effect on our arrival aerodromes. All 3 airports reported CAVOK (Ceiling and visibility OK) this morning. Sufficiently prepared, the crew boarded a minibus which they shared with an Icelandic crew who stepped out on the way next to their Boeing 757. The apron was really busy the majority of the traffic being TNT aircraft. Several Icelandic B757-s were also present next to a few B747 cargo aircraft operated by Southern Air. Arriving at OO-TNI, a Boeing 737-300F (Freighter) the crew set out to prepare the cockpit for departure. This aircraft was delivered new as a 737-300 type in 1986 to Piedmont Airlines in the USA. It subsequently went to serve with USAir and US Airways until 2006 when TNT Airways bought the plane and converted it to a Freighter model. The crew entered the details of the flight plan route: they planned the BUB5S (Brussels 5 Sierra) departure route until the Brussels VOR where they would join the route described above. Vincent would fly the first leg to Stansted. He gave a general briefing covering any eventualities in case of emergencies while the ground handling personnel finished loading the plane with 9 ULD containers. When the loadsheet arrived it showed that our payload was 16523

kgs. We carried 7.4 tonnes of fuel out of which the crew calculated to burn 2180 kgs during the trip and 200 kgs on the taxiways. The captain also had to sign the list containing eventual dangerous goods in the cargo bay. Completing the "Preflight" and "Before Start" checklists engine number 2 was started first followed by the number 1. The "Before Taxi" checklist had to be completed before receiving the taxi clearance. The captain taxied the aircraft to the holding point Runway 23 Left with the help of the nose wheel tiller situated at the left hand side of the captain's position. During the "Before takeoff" checks flaps were set to 5. After the line up clearance the aircraft entered Runway 23 Left and having received the take off clearance the crew switched on the landing lights

while taxi lights remained on also until leaving the Liege TMA airspace. As the airspeed increased Jean-Francois announced when the aircraft accelerated through 80 knots followed by the "V1" and the "Rotate" call. After airborne the crew set the Autopilot to LNAV (lateral navigation) mode and followed the SID initiating a right turn at 4.3 NM from the LGE (Liege) VOR and followed radial 123 from the BUB (Brussels) VOR. When Jean-Francois called Brussels ACC on the 125.0 MHz the air traffic controller first assigned FL 180 to climb to. When passing through the transition altitude of 4500 feet AMSL (above mean sea level) altimeters were set to the standard 1013 hpa which is used by all flights who are assigned flight levels ensuring they all use the same reference pressure level. Other items of the "After Takeoff" checklist completed

(on the 737-300 there is a "Normal" checklist in case the aircraft is not moving and another one which is displayed on the control column for any other cases) the first officer has received and acknowledged the continuous climb clearance to our requested cruising level to Flight Level 200 together with a clearance to fly direct to SASKI waypoint which is the entry point to UK airspace. We reached our cruising level abeam the Brussels VOR which is located at Brussels Zaventem airport. We could take a look at our next destination and the capital city of Belgium on our way towards the coast. The cruising phase of this flight only lasted a few minutes making it a very work-intensive environment for the crew. The latest weather observations included in the ATIS reports were checked first by requesting them via the ACARS (Aircraft Communication Addressing and Reporting System) also at the alternate aerodromes EGNX - East Midlands and EBOS - Oostende and Brussels then when in range by radio too, on the 127.175 MHz. In the latest ATIS - Victor - no significant weather was reported at Stansted where there was very little southerly wind and the temperature was 10 degrees this morning. Shortly after crossing the Belgian coastline Brussels ACC transferred TAY27R to London Radar, to the frequency 135.425. The controller in the Clacton sector advised the crew about the expected arrival route and it was time for the briefing before starting descent: the crew systematically checked again important items such as the



weather, the fuel status, the expected runway - in this case RWY 22 - and details of the arrival procedure which included the missed approach procedure as well. The captain included the expected taxiway and stand after landing. Autobrake was set at level 1 to achieve the smoothest braking level for the long runway.

"Quality two seven Romeo when ready descend Flight Level 80" came the next instruction from the controller. The captain pointed out that we were still about 45 NM from our calculated TOD (top of descent) point. In a few minutes Vincent initiated the descent and reduced power on the CFM56 engines just when we were crossing the coastline. We received our next frequency: "TAY27R contact Essex Radar on 120.625". When checking in with the next controller he gave us the fol-

lowing clearance: "TAY27R radar contact, expect radar vectors for ILS runway 22. Descend to six thousand feet QNH1015 continue present heading and confirm aircraft type." While the pilots have promptly acknowledged and executed the clearance, the aircraft continued the descent to 4000 feet with a continuous rate of 2000 feet per minute. ATC then turned us to heading 265 and gave a clearance to further descend to 3000 feet and gave permission to intercept the glide path and continue descending when established. Around 3500 feet the captain lowered the landing gear. Speed stabilized at 170 knots and flaps 5 was requested when we were transferred to Stansted tower on 123.8. Flap setting was increased to 30 when we were cleared to land on runway 22 after a short 42 minutes in the air. We left the runway via a high speed exit then taxied via taxiway "Juliet" to our assigned stand 3 on the "Alpha" apron. The captain used the visual docking system: using this equipment, the captain needs to align with a lit bar with the appropriate aircraft type marked on the parking stand board to park the aircraft precisely at the stand.

During the short turnover time the small but efficient ground crew - led by Ramp Manager Colin Baines - unloaded the cargo through both the large portside cargo door and also via the smaller hold doors fwd and aft. TNT at Stansted usually handles 2 scheduled flights a night during the week and 2 flights on a Sunday, but the ground team are



ready to handle more aircraft if necessary.

When the handling team finished the turnaround and the cargo doors were closed again the empty aircraft was ready for the second leg to Brussels, changing its callsign to TAY946E. Delivery frequency was still closed at this early hour so we received our route clearance on the Ground frequency. We received the DVR7R (Dover 7 Romeo) standard instrument departure route and were given the squawk 3441. The crew calculated the significant speed data for the take off and established V1 at 124 knots Vr (the rotation speed) at 127 knots while V2 will be reached at 133 knots for the empty aircraft. When requesting start-up clearance the crew reported the aircraft type on the frequency as stipulated in the ATIS. This time the first officer will be the pilot flying. The ground controller transferred us to Tower on the 123.8. The captain taxied the aircraft again onto the runway where the first officer assumed control and acknowledging the take off clearance the Boeing accelerated down the 3048 meters long asphalt runway 22. After departure Vincent checked in with London Control on 118.825 reporting the level the aircraft was passing at that moment to enable the controller to cross check our altitude readout on his radar screen. Our initial clearance was up to 7000 feet following the prescribed departure route first on radial 156 towards the DET (Detling) VOR then turning to the DVR (Dover) VOR. As it turned out we did not have to complete the procedure as the next London sector's controller instructed the crew to turn left onto heading 115 and climb Flight Level 120. Vincent reported this assigned heading on the next frequency 134.9 when checking in with yet another London sector which cleared 00-TNI to the requested cruising Flight Level of 190. We received the instruction to "resume own navigation" towards KOK (Koksy) VOR which is a navigational aid on the Belgian coastline near the city of Koksijde. This means a very short cruising phase as the KOK4A arrival would take our Boeing through the western part of Flanders to KERKY waypoint then to BUN (Bruno) and the calculated TOD point is already at KOK. Our flight was transferred to Brussels Radar on 131.1 over the English Channel. There

are no fancy moving map type displays in this old B737, in fact the only "extra" kit is the weather radar combined with the mandatory TCAS display. Having listened to the ATIS the crew took note of the most important data: information "Quebec" was the latest designator of the actual report, the transition level (where the standard



altimeter setting had to be changed using the actual QNH pressure data measured at the arrival aerodrome) was set at FL50 and also that BUN VOR was out of service this morning. The crew anticipated an ILS approach to Runway 25 Left therefore ILS frequency was set. Details of the approach procedure complete with MSA (minimum sector altitudes) were discussed and also details of the missed approach procedure were checked. In the meantime we have passed our ideal top of descent point minutes ago but Vincent was unable to request descent on the frequency as the Saturday morning rush raised the controller's workload quite considerably. Finally after several blocked transmission (when more than one aircraft tried to transmit on the frequency at the same time) the captain managed to get his request through and got the clearance to start the descent to FL80. IAS (indicated airspeed) was set at 250 knots. We had to call "Arrival" which cleared TAY946E for an ILS approach for runway 25 Left. Got the next cleared altitude to 2000 feet by the actual Brussels QNH 1018 hectopascal. The "Arrival" controller assigned several radar headings to vector our aircraft to a position where intercepting the localizer signal was possible. First he issued a heading of 130 degrees and the same time asked us to reduce the speed to 210 knots followed by another right turn to heading 220 degrees. Soon the aircraft was fully established on the final approach path and we could call the Tower controller on 118.6 MHz. Brussels handled the usual early morning long range flight arrival rush: Continental 60 – a B767 from Newark was just a few miles ahead of us while we were followed by a Jet Airways Airbus A340.

Landing gear was lowered while flaps was set at 15 and the airspeed was gradually decreased first to 150 knots then 120 knots as the flaps moved to their final 30 position. The tower controller passed on one last wind check information before giving us the landing clearance. After the landing, came our taxi clearance to cross runway 02 and permission to proceed to Hangar 41 which was our destination this morning: the Sabena Technics maintenance hangar. It was a short but intensive flight where things happened with a fast pace. The crew's daily mission was accomplished and it was not even 8 am yet!

The author Viktor Koren would like to thank TNT and the flight crew for their help. This article appeared in the December 2010 issue of Airliner World.



Committee B Report

IFATCA Conference 2011 Amman

by Jeremiah Smith

In April 2011 I was able to attend the 50th anniversary IFATCA conference in Amman, Jordan. As it was the case in the last few years I was chosen to attend Committee B which deals with technical and operational matters of IFATCA. The Technical and Operations Committee (TOC) consisting of the Dominican Republic, Germany, The Netherlands, New Zealand, United Kingdom and the United States of America presented a variety of very interesting working papers they had been working on since the last IFATCA conference in Punta Cana. The work TOC does throughout the year is very important for us as Air Traffic Controllers because it gives us a voice at the international level and TOC comes up with recommendations to change existing or introduce new IFATCA policies in order to make our profession safer.

Here is a short summary of the items that were discussed concerning us at Maastricht UAC. If you have any questions about any of these topics do not hesitate to contact me. I will try to answer your questions or refer you to the appropriate technical representative of IFATCA: jeremiah.smith@egats.org

Summary

1 One of the recurring technical topics every year is obviously TCAS. The new version 7.1 is to be introduced at the beginning of 2012, however some countries such as the US are not convinced that it is ready for implementation just yet. EASA is currently in the process of mandating TCAS version 7.1 for the European airspace. According to EASA- and Eurocontrol- studies, the implementation of version 7.1 would decrease the likelihood of a mid-air collision by a factor of around 4 compared to the current version 7.0. This is obviously a very significant safety benefit.

Linked to this topic is the annual discussion whether to allow downlinking of TCAS RAs to the ANSPs. Several European providers have introduced this feature already last year and Eurocontrol is also aiming to allow TCAS RA downlinking to the Controller Working position in the near future.

2 The Mode S error rate is down to 2% to 3% in Europe which is a success considering the much higher error rates during the early years of Mode S. In other regions this rate still remains much higher mainly due to lack of crew training and awareness, hardware and software limitations and the fact that Mode S operation is missing on most pilot check lists.

To resolve these issues IFATCA proposed the following measures to ICAO:

1. Flight ID is to be displayed permanently
2. Easy and fast crew manipulations should be possible (similar to Mode A)
3. Mode S ID should be independent of any other parameters (not linked to flight plan)
4. Access should be possible at any time in flight or on ground
5. Change via Transponder

3 A new procedure that is to be introduced in the near future as well is the so called „In Trail Procedure“ (ITP).

This procedure is mainly aiming at level changes on oceanic tracks and in remote air spaces with limited radar coverage. Aircraft will be equipped with a special radar display enabling them to identify aircraft

around them. They will transmit the call sign of the surrounding aircraft (so called reference aircraft) to the controller who will then be able to determine the relevant position, speed and track of the two or three involved aircraft. If all ITP criteria are met the aircraft requesting a level change may climb or descend up to 2000ft.

This should save large amounts of fuel and the investment in the new display should pay off very fast.

ITP equipment is still being validated and there are still issues to be worked out such the question of what happens in case of a weather avoidance of the reference aircraft.

This technology is based on Mode S identification and therefore Mode S corrections remain extremely important as ITP depends on the correct id and the controller cannot issue a clearance in case of an incorrect Mode S call sign.

4 A study especially important for us at MUAC was done on call sign confusion and alpha numeric call signs contributing to the confusion. The study noted that the letters G, B, O, S and Z after the numeric digits in the call sign can, even on very good radar displays, easily be misread for the numbers 6, 8, 0, 5 and 2. Therefore IFATCA recommends to disallow aircraft operators to use these letters in call signs after the numeric digits as well as the last two letters of the destination.

The days of EIN668 and the sequencing of WZZ101GW with WZZ110GW and WZZ102GW should therefore be counted...

5 One of the most interesting presentations was a study on the effects of hypoxia. Hypoxia is a medical condition in which the body is deprived of adequate oxygen supply.

So far this is a little known phenomenon in the world of ATC but there have been several incidents and even a few accidents resulting from the effects of hypoxia caused by defective pressurisation systems.

An ATC video of Kalitta flight 66, a US based Learjet, in which the two pilots suffered from hypoxia was shown and impressively demonstrated their inability to operate the aircraft.

(<http://acpilot.blogspot.com/2009/03/if-you-are-in-flying-business-you-know.html>)

The most notable accident referred to was Helios flight 552, which crashed into the mountains close to Athens, Greece. Both pilots had lost consciousness which led to a steep descend into terrain killing all 121 people on board.

(http://en.wikipedia.org/wiki/Helios_Airways_Flight_522)

IFATCA is recommending a hypoxia awareness programme as well as

the implementation of automatic descend options in Flight Management Systems as soon as the loss of air pressure is detected.

6 Fuel Saving as well as the effects of air travel on the environment remain hot topics and airlines as well as aircraft manufacturers are taking measures to further reduce fuel consumption.

4D trajectories will eventually replace 2D routes as part of SESAR and NEXTGEN and the design of air navigation routes, SIDs and STARs and air spaces in general will have to be reviewed in the light of fuel and cost saving.

Emission Trading will come as early as next year enabling airlines to trade emission rights in a global carbon market in order to further reduce CO2 emissions. (1 ton of burned fuel equals approximately 3.15 tons of CO2).

Flight Management Systems will have to become more efficient to be able to achieve ETAs overhead points of +/- 10 seconds to meet 4D trajectory requirements.

Other studies were presented that don't directly effect us as Upper area controllers, but are still very important to the world of ATC in general.

TOC conducted Environmental studies highlighting the effects of continuous descend operations (CDO) as well as a study on runway stop light and runway status lights.

TOC Work Program until IFATCA 2012

- Study on SID and STAR naming and design
- Study on Time of Arrival Concepts
- Study on Continuous Climb Concepts
- Policy on Visual Observations
- Determining Operational Readiness of Software
- Merging and Sequencing tools
- Study on Block Upgrades on ATM
- Study on Transponder Mandatory Zones
- Visual Separation on Approach
- Study on Call sign Confusion



The future of ATC - More flights, more problems...

As air traffic world wide is growing again after the financial crisis of 2008 and 2009 approximately 60% of the major airports in Europe will saturate in the coming years and by 2025 a capacity crunch is expected. Due to improving technology and in order to increase capacity measures like 3nm and 500ft separation and generic text clearances via CPDLC are being discussed and will surely make it's way into our Ops room one day.

Our profession is constantly moving in different directions and new technologies can make our lives much easier, but of course the risk of too much automation making the human redundant is omnipresent as well.

LVNL is proposing to replace manpower at night with a CCTV for the unfavorably located Runway 18R at Schipol airport in order to save costs and although the person being replaced is „only“ an observer, not holding an ATC license the danger of opening the door to replace more controllers with cameras is looming...

English language proficiency remains problematic especially in regions such as Asia, South America and Africa. In certain parts of South America for example airlines regularly have to fly with at least one bilingual pilot in order to safely operate their carrier.

The ELPAC program therefore remains an important part of the ATC future in order to harmonize the ATC language and phraseology.

Trade unions are busier than ever fighting for the rights and working conditions of our colleagues world wide, and managements are trying to find ways to save money and increase productivity in order to best position themselves for the competition with other ANSPs.

In most countries in Europe the controller shortage still exists and will worsen with the ever growing traffic. In Iceland more than 20% of Air Traffic Controllers already left due to deteriorating working conditions and lowered salaries.

Also the situation for our Spanish colleagues hasn't improved. Controllers will now have to

finance their complete training program until established while a large part of the salary was changed into a performance based bonus program in which bonuses will be paid to controllers only if there is no delay, pushing supervisors into regularly accepting overload situations in order to meet the targets.

Obviously this decreases safety and puts passengers in danger as well as the lives and careers of our colleagues.

The week closed with a European Regional Meeting and a very interesting discussion panel that included speeches by David McMillan, CANSO Director General Graham Lake and the European representative of the FAA in Brussels, Stephen Creamer.

The speeches and the subsequent discussion showed clearly that the future means change. Technology is advancing fast and remote towers, more automation also in the Enroute environment as well as harsh defragmentation will come our way rather soon.

Nobody really knows what the future will look like - All we know is the role of the controller will change, and the only way we can influence our own future is to be present, to be active and to give our input so we can help ensure that future generations of Air Traffic Controllers are put in the position to operate safely with enough rest, monetary compensation and enjoy their occupation until retirement.

I would like to thank EGATS for the opportunity to attend the conference and the Maastricht Management for their support to make this possible.



by **Adrian Stefan**



After I found myself the lucky winner of the EGATS draw for the annual IFATCA conference in Jordan, I was confronted with a dilemma. Should I go there only for the duration of the event, or should I try to make also a vacation out of it, by staying longer and exploring some of the famous places in the area...

Together with my wife, we decided to go there a weekend early, and stay a weekend after the conference.

A course of action we did not regret at all, since Jordan is an amazing country. We kept very busy, arranged some tours with a local travel company, and sampled as much as we could from the available choices.

We started with a trip into a huge desert park, Wadi Rum, where we marveled at the many different faces of the desert, learned how to make soap out of..well, what seemed like grass to us..watched a beautiful sunset after climbing dangerously atop an old jagged rock, and ended the evening with a traditional party, surrounded by locals on vacation as well. Next day saw us being driven to Petra, one of the true wonders of the world. It's a surreal place, where men have carved into the steep hills monasteries, tombs and a city, lost for centuries. Indeed a perfect setting for adventure, as Indiana Jones-Hunt for Holy Grail was also filmed there!

Sunday evening, the 10th of April, we are back in Amman, waiting anxiously for news about our missing luggage, as the opening ceremony of the 50th IFATCA conference begins in earnest, with hundreds of people and important guests in their best attire...I guess it had to happen eventually to us, for years I had heard stories from friends and colleagues about lost luggage, and the unpleasant consequences of arriving somewhere without your own stuff. I had always been lucky, and I took for granted the great organization of the airports, airlines and luggage belts. Of course, out of the 2 suitcases we took with us, the missing one contained 95% of our clothes and personal items. Here we were, not daring to join the opening ceremony, in our tired outfits, after 3 days of intense traveling through desert, dust, sunshine and old rocks. But through the intense efforts of one of our organizing hosts, a colleague controller from Amman Approach, our missing suitcase

(which failed to leave EBBR together with us in the first place apparently) arrived at the hotel a mere hour after the opening ceremony began! It was a huge relief, and we caught most of the show displayed by our hosts there.

For the next 5 days I immersed myself into what an annual conference actually is. I admit, I had no idea what to expect, which perhaps wasn't such a bad thing. I had to ask a lot of silly questions, watched curiously all the presentations, working papers and votes taken, and met so many people that my memory was stretched to breaking point trying to remember their names and where they were from. One of the first things I realized was that the 5 days of the conference are really just the tip of the iceberg. There is an impressive amount of work done in the year leading up to the event, during which the controllers, organized in working committees, gather data, conduct studies and keep in touch with one another.

I had to learn the basics of how things work, and judging by how unaware I was before this, I'd like to share this with all of you. There are 3 working committees, which focus on different aspects of our profession.

There's Committee A, which deals with administrative issues, such as accepting new MA's - Member Associations, expelling MA's which are unable to continue paying their contributions. Also budget issues, treasury for IFATCA, deciding where the conference will be held in the future...

Committee B is the technical and operational world of ATC, where I saw presentations about complex and indeed technical subjects such as runway status lights(an attempt to reduce runway incursions)....,but also very interesting concepts such as the building of an Environment Case, besides the Business Case and Safety Case, that I had heard of before. Meaning every new procedure, every airspace redesign would take into account the environmental impact. I can't imagine that would be easy to put in practice, since an environmentally friendly route might create more delay, and more costs to the airline operator. And finally, Committee C looks at the legal and professional aspect

of being a controller. As we all might know from watching the news, sometimes controllers do get blamed, and by that I mean actually prosecuted, for what the legal system in various countries perceives as a crime. The most interesting topic for me was Just Culture, and that deserves a lot of attention. We, just like pilots and everyone else working in the industry, are devoted to the idea of Safety. We would like nothing more than to continuously improve the system, find weaknesses and not fix errors after a serious incident has already happened. Naturally, the best way to do that is to involve the front-line people, and that's where it gets interesting. Because Just Culture means that people should report what they perceive as a weakness of the system, or even ideas of how things can be done safer. Also mistakes, errors should be part of it. Just Culture however doesn't mean a completely blame free culture, gross negligence will still be punished of course. Things go wrong when unintentional mistakes or specific circumstances are turned into criminal prosecutions by national legal systems. There are colleagues of ours in countries such as Italy, Japan, Romania, that are caught in difficult legal battles. I was happy to see that IFATCA is strongly on their side. The risk for the overall community of ATC is that safety will be decreased as a result of such legal actions.

It was also interesting to see the kind of problems our colleagues are confronted with in Europe. These range from competition in service provision in Sweden, handling media storms in Ireland created by certain airlines (!), state of alarm in Spain, where the controllers had to work under the supervision of the military, lack of money in Greece, which leads already to system failures and deep salary cuts, criminal prosecutions in Italy and Romania. What most MA's have in common as a problem though is staff shortage, and aging of their controller population.

Because EGATS had a representative in every committee, I had the freedom to choose the topics I wanted to see. This allowed me to focus on what I found interesting, and also to get a chance to understand the global aspect of IFATCA. There are aspects of our work that cross the divide between the 3 Committees, especially between B and C. There was a day where the 2 Committees worked together, to cover those topics. It was an intense 5 day period, everyone worked hard, but there were also plenty of opportunities to relax in the evenings, meet colleagues and make friends from all over the world.

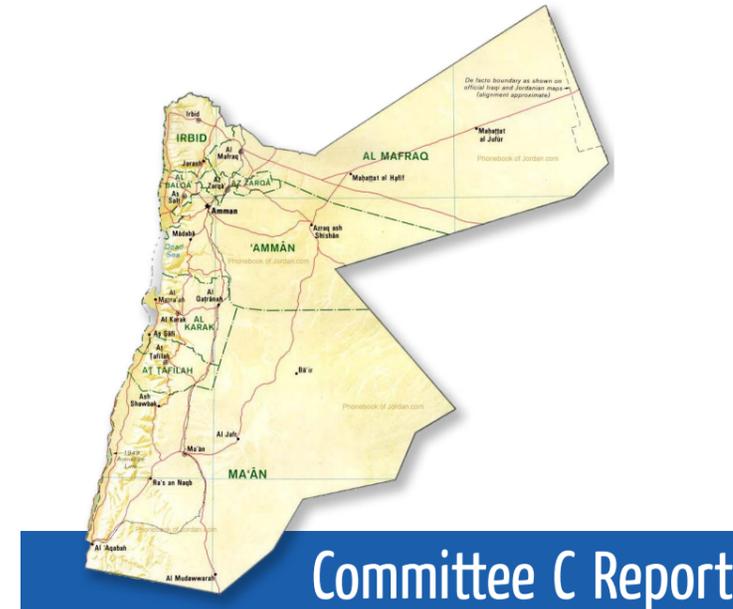
We also explored Amman, which proved to be huge and full of interesting contrasts. We walked where the locals shop in the busy small downtown streets, visited the impressive citadel on a hill in the middle of the city, and went inside a mosque, covered head to toe. There is a bit of everything in Amman, expensive hypermodern shopping malls, great traditional restaurants with truly delicious and natural foods, chaotic traffic in the streets which somehow works very well, inexpensive local shops which sell pretty much everything you can think of, and where bargaining is a way of life!

The end of the conference was marked with a trip to the Dead Sea, a delicious open air dinner and a final opportunity to meet everyone.

It was a special conference indeed. For me personally, as it was my first. But to the ATC community all over the world as well, as it has been 50 years since the very first conference in Amsterdam 1961.

I hear there will be a party in Amsterdam in autumn to mark this special event, and I hope to be there. It felt truly good to realize that we too, the controllers in Maastricht, are part of a global community of dedicated professionals of the highest standards.

Special thanks to EGATS for giving me this opportunity, I can only encourage everyone in the OPS room to try their luck in the draw next year!



IFATCA WORLD Conference 2011 AMMAN, Jordan

By Frederic Deleau



Dear colleagues, Dear Members,

This year's IFATCA World Conference brought us to Amman, capital of the Hashemite Kingdom of Jordan, from the 11th till the 15th of April.

"Jordan is a peaceful country within one of the most critical area of the world. Amman is a fascinating city of contrasts, a blend of Old and New, situated on a hilly area between the desert and the fertile Jordan Valley... Petra, one of the 7 World Wonders... Wadi Rum, Lawrence of Arabia..."

Those are the only words I remembered reading before falling asleep ahead of push-back from Gate B35 in Brussels.

Without any real apprehension in the wake of the events shaking the Middle East in the last months, I reached Queen Alia International Airport after a short stop in Istanbul and two very enjoyable flights with Turkish Airlines.

IFATCA Amman 2011, the 50th Conference could start...

Elected for the Professional and Legal Committee of IFATCA (PLC) during the last year Conference in Punta Cana, it meant this year's event started a long time ago, actually right after the previous Conference. PLC met twice in order to review the papers that would be presented during Committee "C", once in Johannesburg in September and once in Geneva in January. I have therefore "lived" with the expectation of Amman for the last 12 months.

While each PLC member is given the responsibility of a topic, continuous e-mail exchanges take place in order to finalize the papers in a good and constructive spirit. The aim is to (eventually) update, revise or introduce new items in the IFATCA manual and to present some recommendations to be applied by the Member Associations worldwide. While some of these recommendations seem quite obvious to us in MUAC, one must remember that it is not that straight forward for some parts of the world. It is therefore of great use for many in order to improve Safety of Air Navigation and their working environment and conditions.

My first paper had to present CPDLC and was only considered as an information paper, meaning without recommendations. You can find it attached to this report.

I must admit that the drafting of such paper was not an easy task taking into account all the other responsibilities taken on board at the same time. I would like to thank Kris Vermeiren for helping me in the revision of the document.



After a short discussion within the EGATS EB, I decided to run for a second PLC term and to represent EGATS in this important IFATCA committee. EGATS was elected without any hitch and I will therefore assume again the development of a new paper. Subject for next year Conference: Human Machine Interface... quite a subject!

This year's topics debated in Committee "C" (some of them in combined session "B and C"):

- Safety Management System (SMS)
- Evaluating TEAM Resource Management (TRM) within ATC and to define the practice for IFATCA
- Update on the English Language Proficiency Requirement Implementation
- Diabetes
- FAA investigation on Professionalism
- Controller Pilot Data Link Communication (CPDLC) in Europe
- Universal Safety Oversight Audit Program (USOAP) and the Continuous Monitoring Approach (CMA)
- ICAO Global Aviation Safety Roadmap and ICAO Global Aviation Safety Plan
- Air Traffic Flow and Capacity Management
- Just Culture: Guidance to MAs
- Study Hypoxia Warning

For those interested, the full documents and the draft minutes can of course be provided upon request.

In addition to countless aside informal meetings and discussions, the second part of my activities for IFATCA during the Conference took place during the informal European Regional Meeting that usually happens on the last Friday morning.

As IFATCA FAB Coordinator, I was part of the excellent European activities update presentation compiled by Marc Baumgartner (ex-CEO of IFATCA, now SESAR and EASA Coordinator) and Paul Neering, liaison Officer to the European Union. For my small part, I made a short presentation to stress again the need of professional transnational cooperation in the context of the FABs developments.

While it is a fact and a clear successful collaboration between Unions and Professional Associations in FABEC with the MOSAIC/MARC group, it is definitely needed for other areas.

While for most of the FABs, no further comments were received, Cyprus made an unambiguous request to potentially introduce the same kind of collaboration between ATCEUC and IFATCA for the BLUEMED FAB. EVPEUR took note of the request and I could only but fully support the

idea. Being involved in the BLUEMED developments for nearly 2 years, and with the experience of building MOSAIC/MARC, I could not see any better way of improving the much delayed dialogue than to foster the ATCOs having the same values and objectives in a structured group. I will for sure have to follow the BLUEMED Developments further in the coming months on behalf of IFATCA. A very difficult case indeed, as more than anywhere else, personal interests seem to take precedence over any operational logic and/or public interests. In addition we now have to consider the abyssal Greek crisis and professional divergence between certain categories of staff.

A few words were exchanged on FABEC to confirm the known situation after a meeting I attended in Berlin a couple of weeks before with the Transport State Secretary: a lack of vision from the States and the unwillingness to establish a clear roadmap. Beside the adherence to the performance scheme, we cannot expect anything else despite the crying lack of results! We will shortly find out, if the MOSAIC fears and predictions were to be proven accurate, what the reaction from operational staff will be.

The conclusion to this short report would be in the form of a big "thank you!"

I would like indeed to thank EGATS and its members to support me in the activities undertaken on behalf of IFATCA and EGATS. It does allow me to improve my knowledge, my experience and to actively participate in the evolution of the job I embraced with passion 20 years ago.

The race is already on to prepare for next year's Conference: Kathmandu 2012. Yet, another adventure...

Thank you!

Frederic Deleau,
EGATS Board Member,
IFATCA PLC Member - IFATCA FAB Coordinator.



Controller Pilot DataLink Communications (CPDLC) in Europe

Presented by PLC



Taking into consideration the Commission Regulation (EC) N° 29/2009 of 16th of January 2009 laying down requirements on data link services for the single European sky and as such, the wider implementation of CPDLC, there is a need to provide MAs with information specifically concerning roles and responsibilities at sector level.

This document describes briefly the CPDLC concept in Europe. It provides for certain professional and legal considerations due to this new communication medium. It informs about the new European Regulation implementation plan. The example of Maastricht UAC, as European front-runner of the CPDLC implementation, has been chosen to provide some practical examples and experience at sector level.

Introduction

First, this paper through extracts and examples aims to deliver a brief overview of the Controller Pilot Data Link Communication (CPDLC). This is not a technical paper aiming at describing the whole CPDLC concept both on the ground and/or in the air, and will focus on the professional and human factor aspects of using CPDLC in high density airspace.

The example of a European en-route centre has been chosen in order to highlight the various constraints of dense and complex airspace structure and serve as a clear example to the need of recommendations due to potential legal consequences.

Secondly, this paper highlights the staggered implementation of CPDLC over the European Region included in the Commission Regulation (EC) N° 29/2009 of 16th of January 2009 laying down requirements on data link services for the single European sky.

Semantics

Throughout this document the following words shall have the meanings prescribed:

- "shall" denotes a mandatory requirement
- "will" denotes a statement of intent
- "should" denotes a preference.
- Executive Controller (EC) : Air Traffic Controller in charge of a sector and in direct two way communication with the pilots via RT
- Planning Controller (PC) ; Air Traffic Controller in a charge of a sector, assisting the Executive Controller in his tasks by coordinating with subjacent and adjacent centres/sectors via telephone or any other electronic means.

Discussion CPDLC

CPDLC uses technologies and procedures to provide digital messaging between controllers and pilots over a secured mode.

Clearances/information/request messages are digitally displayed on a computer screen (FMS) in the cockpit and displayed at Controllers' position instead of heard through frequency exchanges.

- The initial set of data link services comprises:
- DLIC - Data Link Initiation Capability (log on and contact);
- ACM - ATC Communications Management;
- ACL - ATC Clearances;
- AMC - ATC Microphone Check.

DLIC is a data link service that is derived from the Context Management application to provide the necessary information to make data link communications possible between an ATS Unit and aircraft.

ACM is a CPDLC-based service that provides automated assistance to flight crew and controllers for conducting the transfer of ATC communications (voice and CPDLC), respecting the operational rule that there is only one ATC controlling authority.

ACL is a CPDLC-based service allows flight crews and controllers to conduct operational exchanges. The ACL service enables flight crew to make requests and reports to controllers via data link, and enables controllers to issue clearances, instructions and notifications to flight crew. ACL is intended for use in non-time-critical situations and may be applied instead of or in combination with voice communications.

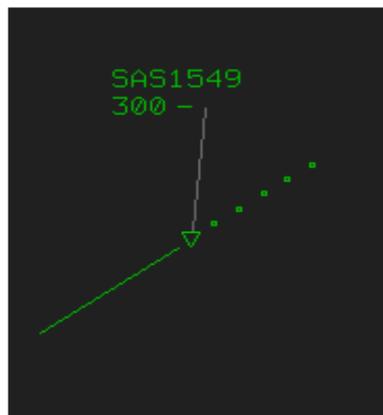
AMC is a CPDLC-based service that allows a controller to send an instruction to CPDLC equipped aircraft on a given frequency to instruct flight crews to verify that their voice communication equipment is not blocking a given voice channel.

This initial set of data link services is expected to be the foundation upon which more advanced services are successively built, culminating in the implementation of 4-D Trajectory Negotiation services between aircraft and ATC centres. For the purpose of this paper only situations with CPDLC equipped aircraft logged on with all functions serviceable will be considered.

Examples of possible CPDLC presentation on radar screen:



Pic 1: A/C logged on



Pic 2: A/C CPDLC equipped but not logged on



Pic 3: A/C clearances sent by CPDLC

It has to be noted that all functions and information are accessible by both Executive Controller and Planning Controller, while voice communication is solely provided by the Executive Controller.

CPDLC in complex and high density airspace

While CPDLC increases notably the situation awareness of the controllers by “down-linking” information related to the equipped aircraft and provides for a second mean of two way communications, experiences shows that time critical, or tactical, clearances should not be used while traffic density is such that immediate confirmation is required even if the HMI at disposal is unambiguous and highly reliable..

Outside frequency blockage and under current implemented systems, two way direct frequency voice communication still allows faster interaction with pilots, allowing for safer and more expeditious flow of traffic through a sector.

The combination of both communication media, notably the voice for time critical clearances requiring an immediate read-back (turns-climbs-speed control- ROC/ROD) and the CPDLC up-links for more “administrative” tasks (frequency transfers, information requests, squawk change, clearance requests-check in on frequency) does provide for a potential of capacity increase. For example, the up-link of next frequency to contact, eliminates the potential wrong read-back and the frequency exchanges associated with wrong read-backs and/or lack of response from pilots.

In the meantime, a feature allowing controllers to instruct pilots to “check and monitor” the next frequency over CPDLC equipped aircraft will alleviate the regular cross-transmissions experienced when pilots are trying to check-in on a busy frequency, often overlapping each other, or simply clearances given at the same time by the controller in charge.

This new possibility will allow, with the aid of efficient HMI, the controller to retain full control as to “who and when” to contact specific aircraft under his/her priority setting the cascade of transmission needed on a particular moment for a particular situation, without the regular interruptions.

Not only capacity will increase but safety likewise as direct communication will be far more efficient in very busy moments.

Taking into consideration these possibilities, team work at sector level and the distribution of responsibilities needs to be carefully looked at through a safety case assessment.

Indeed, the new features, coupled with transparent access, do allow for the Planning controller to send clearances to aircraft and therefore opens a potential risk of interference in the priority setting of the Executive Controller. The feeling of losing control could easily creep in if the Planning Controller takes over certain initiatives without proper coordination with his/her Executive.

To avoid these negative effects, first, a clear set of procedures needs to be established at unit level regarding responsibilities and accessibility to CPDLC features.

Second, as the Executive Controller will be considered as ultimately responsible for any clearance issued for a particular sector under his/her responsibility, proper delegation of responsibilities needs to be set between Planning and Executive Controllers on a day-to-day basis to specify the interaction expected at sector level.

Third, in case of training, clear rules need to be laid down regarding the manipulation of CPDLC up-links by trainees as the reaction from the coach can be limited both physically and timely.

All positions of any particular sector shall have the same CPDLC capabilities in a full transparent mode. All actions performed on one console shall be automatically visible on the other one(s).

Only designated consoles for one sector shall have access to aircraft logged on the specific frequency(ies) assigned to that sector – no other sector will be able to interfere with another sector logged on traffic.

Controllers should be aware that pilots’ situational awareness of other traffic in the sector may be reduced when CPDLC is in use, as voice interaction becomes limited.

Transposition

One will easily understand that examples given for extreme cases, meaning high density airspaces requiring fast and numerous interactions with the help of CPDLC, will be applicable for any type of unit or airspace.

Tower, approach or en-route as well as Oceanic Control will not be confronted with the same problems but the same philosophy prevails.

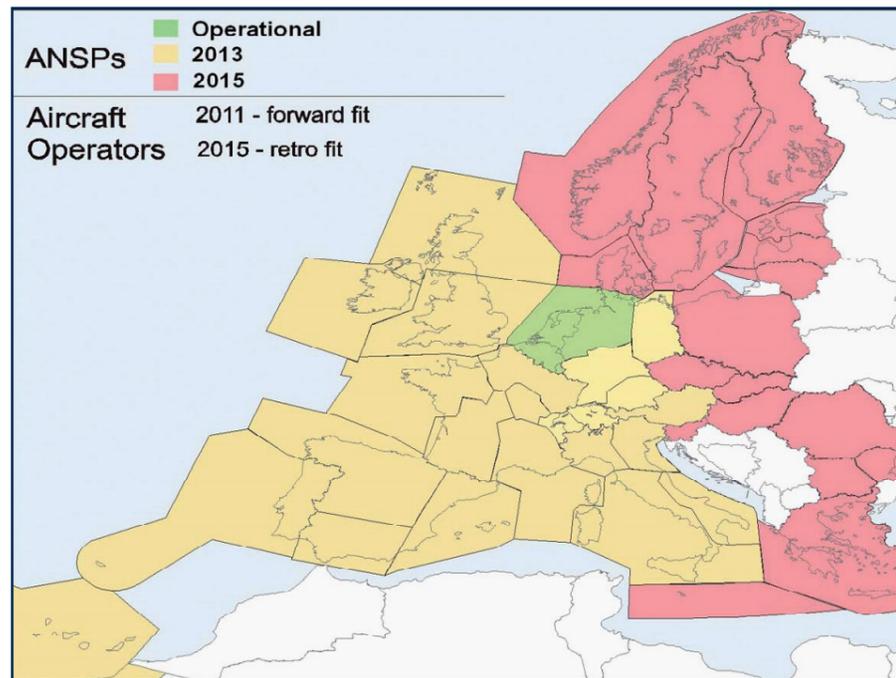
Commission Regulation (EC) N° 29/2009 of 16th of January 2009 laying down requirements on data link services for the single European sky.

The European Commission, due to observed and expected increases in air traffic levels within Europe, issued a mandate to EUROCONTROL to develop implementing rule for the Europe-wide deployment of Data Link Services (DLS). These rules aim to improve efficiency and communications between controllers and pilots, thereto increasing capacity.

Data link should be introduced in continuous and homogeneous parts of the airspace in the single European sky, starting with high density upper airspace.

The key milestones

Date	Milestone
1st Jan 2011	After this date all new aircraft operating above FL 285 must be delivered with a compliant system.
7th Feb 2013	By this date all LINK Region Air Navigation Service Providers (ANSPs) must have implemented an operational compliant system
7th Feb 2015	By this date all aircraft operating above FL285 must have been retrofitted with a compliant system.
7th Feb 2015	By this date all EU Region ANSPs must have implemented an operational compliant system.
31st Dec 2017	Aircraft which are at least 20 years old and which will cease operation in the concerned airspace before 31 December 2017 are exempt.
1st Jan 2014	Aircraft with individual airworthiness certificate before this date that are equipped with Future Air Navigation System (FANS) are exempt for the life time of the aircraft. Aircraft entering into service after 1 January 2014 shall comply with the rule.
1st Jan 2014	State aircraft should comply with the rule if equipped with non-military data link.



The core European airspace has to be CPDLC “operational compliant” by 2013, while the rest of the continent will introduce it by 2015.

Conclusions

While many documents describe the hazards, the security and the safety details of Controller Pilot DataLink Communications (CPDLC), the change in the interaction and the responsibilities at sector level between Executive Controller and Planning Controller must be considered and appropriately documented in clear procedures..

Previously the Planning Controller could not interfere directly with decisions and actions taken by the Executive Controller over the frequency, CPDLC equipment allows the sending of clearance messages directly to the aircraft without the intervention of the Executive Controller.

These technical possibilities call for clear rules and procedures at sector level in order to unambiguously set the responsibilities of each role, while at the same time allow full use of the efficiency gains brought by CPDLC.

All positions of any particular sector shall have the same CPDLC capabilities in a full transparent mode. All actions performed on one console shall be automatically visible on the other one(s).

In the case of training, clear rules need to be laid down regarding the manipulation of CPDLC up-links by trainees as the reaction from the coach can be limited.

Draft Recommendations

That this paper be accepted as information

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Communique
Frankfurt, 25th May 2011

Operation FABEC headed nowhere...as predicted.

Performance and institutional questions are linked. It is impossible to drive one without addressing the other. In the absence of any institutional roadmap, of any final objective related to service provision, FABEC is headed for complete standstill, despite all the good will and the technical justifications of operational projects.

A more efficient airspace design is possible and can be found. However, it can only be implemented if the institutional setup makes it possible. The so-called DOVER project is, sadly, just about to prove us right. Despite positive feedbacks from experts and despite the technical and operational positive elements it entails, it will most probably not become a reality because it could lead to transferring major traffic flows from one provider to another. Which must, in the present FABEC competitive context, simply be unacceptable for any provider or stakeholder.

States must realise that they put their ANSP and staff in an impossible situation: sound and valid solutions are established, only to be left away, because any further airspace- or service-delegation is not acceptable in the present context. With a MOSAIC single provider, that issue would be solved instantly, as the question of income linked to traffic flows would not interfere. Operational solutions (such as the DOVER workgroup proposals) could be implemented as and when needed.

MARC members are still waiting to start their participation to Social Dialogue at FABEC level. We have accepted the proposed Terms of Reference for the FABEC Social Dialogue Committee, established on the principles of the works councils, as recommended by the European Commission.

MARC represent the vast majority of operational staff employed by the seven providers of the six FABEC states. Its membership comprises operational staff controllers, technicians and engineers.