

Dubrovnik

28th European Regional Meeting

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Interview with Frederic Deleau

Gesundheit!

Gesundheit, yourself!

FOR



Everything we do in our everyday-job is about safety! Safety of the passengers and crew aboard the aircraft we guide. Safety of third parties, which we keep away from harm by the actions we are taking. But let me ask you one question: How far do we go with our own safety – our own wellbeing? [Read further on page 22](#) ▶

Winter 11/12

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Another year has passed, and what a difference a year makes. Around this time in 2010 a large part of Europe was covered in a blanket of snow and it seemed nature was laughing in our face for a second time in a few months. When I look outside now, I'm wondering if we went from autumn to spring without passing through winter. Of course, it's only early December, so plenty of time still for a winter offensive. Traffic wise the new year brought record levels, but also the first signs of a new dip. FRAPORT, the operator for Frankfurt airport reported cargo traffic down by about 10% during the summer. It is generally accepted that passenger traffic figures follow the same trend, with a few months delay. And indeed, in the MUAC figures for October there was a minor downturn in traffic compared to one year before. If this trend continues, we're in for a big slowdown. With the economic indicators showing a recession for the Euro zone, this dip might be longer and deeper than the previous one in 2009. This will undoubtedly lead to less income for the ANSPs, at a time when they are forced to invest in order to achieve the performance targets set out by the European Commission. At a recent press release, the Commission rang the alarm on the progress on the Single European Sky. Only 5 member states out of 27 - Belgium, Denmark, Lithuania, Luxembourg and the Netherlands - are on track to meet the performance targets on cost, delay and capacity as set out in the performance scheme. A big reason the Benelux countries are in this row is MUAC. Our contribution in this should not go unnoticed and we are disappointed the credits are not awarded in public. Without the outstanding performance of our people, they wouldn't even be close. It's unfortunate that we never read about that anywhere. If we want to survive, we need to do a better job at selling ourselves. Desperate needs lead to desperate deeds; we need to make sure it doesn't come to that.

In this output you will read an article which we hope a lot of you will feel slightly offended by. That would be good, because that would mean we got it wrong. It would mean it is not neces-

sary to remind you of your duties. Unfortunately, the fact that the article is there, means it is probably necessary for some. In the Holy Bible in the New Testament in the book of Romans it says 2:1 "You, therefore, have no excuse, you who pass judgment on someone else, for at whatever point you judge the other, you are condemning yourself, because you who pass judgment do the same things." For sure, we are not without sins. We are but simple controllers, subject to the same temptations and aberrations. But we try to see the error of our ways and better our lives. That is the main goal of this piece. To make us all think. To make us all better, without the necessity of corrective measures from higher echelons. If we can achieve that, then we have succeeded in our goal, and we'll gladly take the critique that comes with it.

The end of the year is also the time to start preparing the next year. We will have the AGM rather late in 2012, due in part to the timing of the IFATCA conference. We are always looking for people who are willing to sacrifice a little of their time for the benefit of us all. If you want to apply, fill in the application form and send it back to us, with the necessary signatures. We're looking forward to hearing from you. We also want to remind you all about the EGATS forum. You can find it at forum.egats.org (no need for www). It only takes a few minutes to register and get going. Besides some interesting discussions, you can also find all the info from the flight department on the forum.

That leaves me with nothing more but to wish you all the very best for 2012. Since 2012 will be my last year as President, and EGATS board member, I'm going to put my best effort forward to make it a great year. Hopefully there will be no volcanoes or other forces of nature disrupting our work.

All the best,

Ive Van Weddingen
EGATS President

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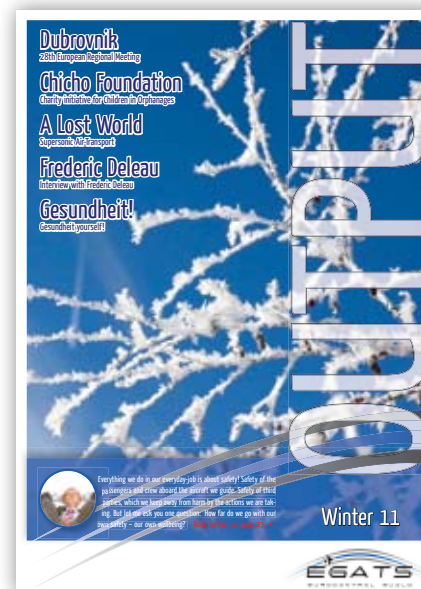
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How far do we go with our own safety - our own wellbeing?

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Contributions by:
members of the Executive Board of EGATS,
Gabriel Bangiu

Most pictures are taken by the authors.
The picture on page 17 is taken by
Andreas Müller



Dubrovnik 28-30/10/2011 28th European Regional Meeting

by Alessandro Mercati

After the positive experience of the annual conference in 2009, Dubrovnik and CROATCA were chosen to host the European regional meeting in the same location as two years ago, the hotel Croatia in the town of Cavtat.

I accepted with enthusiasm to represent EGATS for my first conference as board member after having participated as “lucky winner” of the draw last time.

Our delegation was pretty small since only Fred Deleau as IFATCA FAB's coordinator could attend with me. Therefore I had the honour and pride to receive my conference badge with the title “director” printed on it, I've forgive me!

Day 1 IFATCA WORKSHOP

The topic on the agenda, the same for all 4 regional meetings, was the relationship between management and air traffic controllers associations and after the EVP technical Mr.Scott Shallies set up the scene, the difference between the perception of responsibility from the two sides was quickly identified.

Managers look more towards the airlines and aim to increase the capacity of their network to provide the most effective and sustainable service to their stakeholders, while for controllers safety is always the goal beyond anything else and they feel responsible towards pilots and passengers no matter if providing ATC to a big company or a small private jet.

The discussion resulted in recognizing safety as the highest priority for every controller, and that the view of some stakeholders about being “safe enough” cannot be accepted. On the other end, it should not be used as an excuse not to increase capacity of the ATM network.

Mr. Richard Lawrence, Eurocontrol network ops safety manager, was then invited to the workshop to present the latest studies about fatigue management and just culture and he defined safety as “the management of the risk and all measures taken in order to minimize it as much as possible”.

Fatigue has a direct contribution in many incidents and it was proven that jobs performing several tasks simultaneously occupy more attention and increase the risk of making mistakes. Therefore controllers should be rostered with sufficient time between duties to recover from their demanding mental efforts.

This year 24 European ANSP's have run a safety culture survey showing that the awareness of the problem is growing and just culture is one of the keys to achieve a safety increase.

The non-punitive attitude in case of honest mistakes being reported, allows the ANSP's to learn from incidents identifying deficiency in their ATM system and procedures.

As part of the Just Culture programme, IFATCA will be involved in making a group of experts to be called in by the persecutors in case of accidents leading to a trial case, either to verify if the opening of the case can be avoided or to help colleagues having to face the court.

At the end of the agenda the question was: should management engage ATCO's as employee or stakeholders?

Obviously the truth lies always in the middle and to achieve that the controllers should be involved as much as possible in development of new system and procedures, like luckily happens in MUAC since many years.

Day 2 MEMBER ASSOCIATIONS DAY

The second day was a typical IFATCA conference day and started with the opening speech of the EVP Europe Mr. Oreski and with the roll call where I had to pick up the voting device for EGATS, 36 MA's were present including 3 proxies out of 44 associations so the quorum was met.

After that Philippe Domogala, the conference executive, reported about the latest EB activities including the details of the IFATCA 50th anniversary celebrated in Montreal on the 20/10/2011, the international day of controller. On behalf of the EB he reminded the MA's about the European support fund (about 10.000 euro) that could have been used for example by the associations that were unable to attend due to financial problems but again, as usual, nobody asked for it.

First topic on the agenda was the overview of common issues identified by the MA's in the reports submitted to the federation 1 month before the venue, but before that we had to vote to allow the observers present in the room to stay during this closed session.

Only the Dutch delegate was not in favour because he said that it could be that one MA wanted to talk about a delicate subject under AOB and it was not possible to know that in advance. But even if he had a valid point, the observers could attend the discussion.

The main items covered by each report were: staffing, training, language proficiency, technical issues and re-sectorizations.

Staffing was reported adequate by most of MA's excluding Turkey, Austria, Belgium, Iceland and especially Norway where controllers sometimes have to work under single man operation and fatigue and sick reports are increasing a lot. The opposite happens in Denmark where staff could take unpaid leave to work somewhere else up to 3 years.

Training is strictly affected by staffing and here almost every association had difficulties in planning staff for training on new procedures and systems, although the problem has been mitigated so far by concentrating simulations during the winter months.

Regarding language proficiency many MA's reported progresses in getting to level 4.

Several associations have implemented new FDPS and are experiencing equipment reliability issues. Hopefully we have gone through that already. In addition to that some MA's are facing re-sectorizations to minimize delays and improve throughput. Unfortunately ATCO contribution was not always recognized even when they managed to handle safely the increased complexity and workload without having received the adequate training.

After this general overview every MA had the chance to add something to their report and to answer questions from the other association. In particular I was asked about the conditional endorsement project that EGATS has always opposed to, and the more and more popular personal roster that allows to work 6 operational days in a row with only 1 day off for a few consecutive cycles. Some MA's expressed concerns about fatigue by following such a pattern.

In Belgium 12 ab-initio have started their training but due to financial problems the course has been interrupted. In Austria, despite our colleagues seconded there, they are still suffering staff shortage. That gave me the opportunity to ask why so many controllers from Maastricht did not feel well trained in Vienna and the answer was it was probably due to the lack of communication between training officers unable to make sure that a trainee would have a coach from the correct team.

In Cyprus they have problems to establish a direct communication between Nicosia ACC and Ankara ACC and coordination between the two centres is done by asking the pilots to relay the message, that non standard procedure caused some incidents in the past therefore Cyprus asked officially IFATCA to take a position and send a letter to both ANSP's to improve the communication between the two centres.

After the busy morning we spent the whole afternoon talking about the Spanish and Greek situation, hearing stories I could hardly believe.

The Spanish situation is the following one, Spanish controllers must be permanently available, and can be forced to work with a few hours notice.

This is enforced by strong penalties in the Spanish law, as well as facing loss of the ATC license in case of non-compliance.

These threats also apply to other aspects of day-to-day ATC operations.

Spain has become one of the highest in aircraft delays in the last two years (in fact only second to Greece!).

When it comes to safety, according EUROCONTROL independent figures, 2010

ended with 47 near collisions (A class incidents). This is a dramatic increase from previous years.

The meeting also learned of the recent creation by Spain of a new type of "low cost controller" being introduced at some airports. This has been done by "upgrading" AFIS operators into Tower controllers after just a few weeks of training. Those "low cost" controllers are being issued the same European ATCO license as regular controllers, who need to go through two to four years of extensive and certified/regulated training.

IFATCA will address this issue with the proper authorities in the EU framework as this is also a safety issue.

In Greece the measures enforced by the government to overcome the current crisis are affecting the provision of ATC service. Some political decisions recently taken will aggravate the already acute air traffic controllers'



shortage in the country, possibly beyond repair. These staff reductions will, if enforced, result in the reduction of air traffic capacity, closure of en-route sectors and restriction to airports.

Controllers were entitled last summer to only 4 leave days, had to work up to 5 consecutive hours on position and in addition to that they suffered a pay cut by 30% (compared to the 66% reduction requested by the government!)

Last item on the agenda was the confirmation of Belgrade to host the 2012 ERM from 19th till 21st October in the hotel Moskva. MA's were encouraged to register asap due to the shortage of rooms. more information will be available soon on www.erm2012.com

Bosnia and Herzegovina was the only candidate for 2013 after a gentleman agreement with Ukraine who accepted to propose himself for 2014 instead. Sarajevo had a special reason to host the conference as part of the celebration for the opening of the local ACC and the handing over of the national airspace being controlled so far by Zagreb ACC.

Day 3 SINGLE EUROPEAN SKY AND EUROCONTROL ROLE

The last day of the meeting Mr. Joe Sultana, Eurocontrol CEO of network management directorate, explained the new role of Eurocontrol as network manager of the future single European sky.

The network manager will have the responsibility to coordinate the operations of the 9 new FAB's and to solve the disputes that might occur within his executive board.



AGM

The EGATS
Annual General Meeting (AGM)
2012
will be held on

23.04.2012
at 20:00

In the MUAC Canteen

For applications to join the Executive Board, the filled out "Nomination Form" has to be returned before 14.03.2012 to the EGATS locker or directly to Michael Ott Team H4. You can ask any board-member to get a nomination form, or download it at www.egats.org

One point brought forward by Mr Sultana is of a direct importance for us. He said that "Maastricht U.A.C. will no longer be, in the future, part of EUROCONTROL".

Even if the way it was said could be felt as a "done deal", based on our experience and what we are told, different options are still analysed. Indeed, the will to integrate MUAC in a FABEC structure has been reaffirmed several times in the recent past and a study is being conducted on the institutional form this could take. One of the main questions remains opened: MUAC run by an ad-hoc organization created by the 4 actual states or eventually the future 6 ones (France and Switzerland too), with EUROCONTROL involved, with staff employed by EUROCONTROL or not anymore? Many options are studied and the outcome is still open.

Clearly such a categorical statement seems premature and even if the intentions for changes are clear, it will not happen tomorrow. Nevertheless we have to prepare ourselves for this potential changes.

The MOSAIC project (www.project-mosaic.eu) was developed more than 6 years ago based on such scenario. The outcome of nowadays discussions could be far from what one or the other might have envisaged at the start of the institutional changes foreseen, or wished.

Nowadays the European sky is controlled by 27 providers which will have to be reduced to the 9 FAB's before the end of 2012 as accepted by the SESAR Joint Undertaking, till then the ANSP's have time to find agreements and to do simulations and safety cases, after that the European Commission will have to take a "top down" approach, imposing decision rather than leaving the member states more time for further negotiations.

In his report, Fred Deleau, as IFATCA FAB's coordinator, expressed his disappointment about how the situation is not evolving. A questionnaire was sent to all MAs to know their opinion about their own FAB implementation problems, but only 7 feedback were received. If the participation remains so low in the future too, IFATCA cannot do anything to help the MAs to implement the

FAB's in time.

IFATCA is still looking for people who would like to get involved in EASA, SESAR and many other projects. If you feel like challenging yourself rather than only sit behind the radar, you have your chance now. Let us, from the board, know and we will put you in contact with the right people.

That's about it, I found the meeting extremely interesting and I definitely feel enriched by having attended it. I would like therefore to thank the Maastricht UAC management team for the support to EGATS that allows us to participate to these conferences, my colleagues from the board for sharing with me their time and sacrifice to represent you in the best way as possible and last but not least my wife for taking care alone of our 3 little boys during my absence, I know she had a much harder job than me...thank you Sara!





A year ago that was a deserted building with no plans for it. Today it is a fully functional school with 5 classrooms.



Chicho Foundation

Charity initiative for Children in Orphanages

Dear Output Reader,



Another heart-breaking year has passed for us here at the CHICHO board, mainly for the reason, that we had to choose which needs of abandoned children we will be supporting in the next few years, and which we would not be able to due to lack of sufficient financial support and government will. In the last four months Ilia made four control visits at the places we support, two of which were surprise visits. Our projects are reaping good results. There are kids who smile, walk and laugh for the first time in the last 3-9 years.

We have seen the effects of our own project "grandmother and child", resulting in changing the lives of 22 children who a few years ago were bed bound with no hope for better life. This summer we had children attending classes for the first time in their lives, when nobody thought of them as

future pupils.

Our "Grandmother and Child" project has increased the number of its Grannies to 11, thus putting 22 children through their special care program.

One of the ladies working with two of our children was kind enough to put in words her impressions from her first year as a grandmother. Here is a part of her touching letter to us:

"My name is Maria Jeleva. I take part in the project "grandmother and child" sponsored by CHICHO foundation from the beginning of this year. I take special care of two 10-year-old kids named Ivan and Nicolay. In Ivan's epicrisis it says that he has cerebral palsy, heart defects and mental retardation. He had surgery and has a valve in the head. When I first saw him, he was lying in bed with his fingers rattling on the grid of his bed, as if that

was all there was to life. The attendant told me not to move him much because of his condition. I consulted the doctor in house, who said that his troubling should be done gradu-

ally. When I first came into this institution, my mission was to be a loving grandmother of two children and the first thing I tried to do was to give warmth to my two new children. Every human being needs this kind of warmth. I was keen to make them feel really special. With all my heart I wanted to show them that I was their new grandmother, that we are a small family with our own time and space. I felt that they hardly understood it with their minds, but the important thing was to feel with their hearts and souls. Little by little, things began to happen. When I arrived daily and walked into the room, I saw Ivan standing up on his knees in his bed, leaning against the bars, and Nikki stretching hands, sitting on a chair. This moment was particularly memorable to me. I worked individually with each of them alternately with different activities, sometimes with one, sometimes with my other "grandson". When I was with them, I took care of absolutely everything - feeding, dressing, toilet, walking, playing games or just communicating. In the first four months, in which I devoted my energy to care for them at my best abilities, Ivan started walking and now is more stable and confident by the day. He built skills to put



Students in the classroom



Every day our students attend arts class and the best pieces are displayed on the wall

pieces in a deep box reaching the point when he would fill it with colorful cubes and would carefully close the lid after he had finished playing.

Ivan loves to play ball. Pushing it by foot or hand. He tries to stand up with the help of anything he can get a hold of. He likes to grab whatever objects are at hand and could be quite destructive if you don't stop him. He Likes to disassemble and assemble, and to this moment grabs my hand and places it on his toys and games, as if he tries to ask me to help him.

On 14.04.2011 (Thursday) I was especially happy when Ivan said his first word - "Aide", which should mean "Come on." The reason being that it often happens to say "Let's do this", "Come again!" etc. Perhaps this combination of words is most easily remembered. That same day, he tirelessly repeated this word over and over again radiating contentment and satisfaction of a job well done. I dare to say that Ivan is very docile. When you show him something, he quickly grasps and tries to repeat it. When I talk to him he always responds. For example, when I tell him: "Ivancho, fetch the ball, give the blade or other object," he reacts quickly, crawling or leaning on something he fetches it and returns with it in the right hand. He often has his own opinion on the matter - quickly chooses where to go - back to the balcony or anywhere else he chooses. In case we go in another direction, he sits on the ground and does not want to move. But if you explain that we are going to play ball - he quickly grabs it and gets excited to play. In addition, Ivan has preferences for food. He first looks at the bowl quickly, then investigates thoroughly studying its color, and then tastes it in his mouth, and only then decides whether he will continue to eat or not. He does not like green foods! You should always urge him

to try it.

Ivan loves to walk outside and loves to bathe too. For me he is a child with a capacity that can



Mrs Bistra Boteva showing the result of our efforts with a big smile. She was voted a manager of the year a few years ago and has been our partner for 3 years.

be developed providing proper care is taken. There is so much more to say about him. It is a great pleasure to communicate with him! It is simply amazing!

My other grandson is Nicholas. As already mentioned, he is also 10 years old. He is a child with cerebral palsy and mental retardation. His twin brother was born dead. Nikki is awesome!

From the very beginning when I started taking care of him, he was more mobile than Ivan, but very unstable in his steps. Now - four months later, he walks supporting himself only with one hand. I actually think that he is stable enough to walk alone, but he is still afraid and a bit too slow. He's afraid when he has to go down the stairs. In the beginning he was very hesitant but



now he is gradually overcoming his fear. Nikki loves to eat (of course - not alone). In the beginning there was a problem. After eating he would throw up and then eat it again. Since then, I try hard to explain every time any way I can and the result is that the return of food decreased but has not stopped completely. He loves to go out for a walk. At these moments he is very happy! He is very endearing and loves to cuddle. These are my children. Every day there is something new I find in them to love!

The human soul is a strange thing."

We hope you enjoyed this reading as much as we did.

Furthermore, we managed to increase the number of students we support from 8 to 21, and we also helped to renovate their school and install air conditioners in the classrooms



Ilia took the children from our school to a pizza party after the christmass concert in which Itzo sang a christmass song

to help with the extreme weather conditions of the region.

We managed to sponsor the children to go to a short beach vacation for a second year in a row for only 8 euro per day per child.

This summer we also had media attention from one of the national TV channels, in one of which shows Ilia was invited to attend and explain briefly what we do. You can view it online (<http://play.novatv.bg/play/250249/-28th.minute>). This appearance resulted in two people contacting us to ask for an advise on how to start a similar initiative.

We were also approached by a film crew and they made a small documentary about us and our work in 'Gorski Senovetz', which film we will be eager to show to you some time soon.

We continue paying for the transport costs of 5 extremely poor families to take their ill children once or twice a week to the rehabilitation classes in Karin Dom in Varna.

We have received another donation of 10 000 euro for a specially equipped mini-bus, which we already bought and sent to Bulgaria to be prepared to serve our children with special need all over the country.

Ilia is in a process of setting up a practice where we will take children on regular medical and dental checks all over Bulgaria.

Our new Board Member Elena is busy finding out how we can establish a long term relationship with the EC and apply for some programs there as well.

Please feel free to share and ideas you may have or offer your support, as usual we need you.

We would like to say Special thank you to all of you who help us on regular basis or have helped us in the past, please do so again. Big thank you to Catherine Moesen for being a great support to us from day one.



Special thanks to TUEM and EGATS for their substantial financial help and to Walter van der Molen helping with 3 large donations from the Foundation he is a part of.

See you soon

Your CHICHO Board:
Ilia, Erik, Clare and Elena

Christmas party organized for our children party supported by CHICHO. St Nicolaas gave out plenty of presents.



A Lost World... *SUPERSONIC* *AIR-TRANSPORT* by Gabriel Bangiu

During the last decade, the airline industry has gone through very turbulent times. Terrorist threats, epidemics (see SARS outbreak...), soaring fuel prices and a lot of other factors (natural disasters, environmental pressure, etc...) have sent it on the brink of collapse. In order to survive, the airlines had to adapt to the new conditions, to implement restructuring plans and to switch to more fuel efficient equipment. Aircraft as the A380, the B787 Dreamliner, the coming A320 NEO or B737 MAX, just to name a few, have changed and will change the face of air travel.

But all these achievements were possible only by giving up to something which was actually the main characteristic of flying: SPEED.

Therefore, it could be the right time to have a look at what used to be the ultimate in air-travel: supersonic passenger transport.

So, let's imagine the following situation: having a business meeting, in London, at 1 o'clock local, followed by another one, in New York at the same local time. Would it have been possible to attend both? Until the 24th of October 2003 this was possible, thanks to the only supersonic airliner in service at that time, a masterpiece of engineering, the Concorde. On that day, the aircraft registered G-BOAD took off from JFK airport, for the last revenue flight of a supersonic airliner. After only 3 hours of transatlantic flight, it touched down at the London-Heathrow, putting an end to one of the most beautiful chapters in aviation history.

So, let's go back in time, to the end of the 1950s and the beginning of the 1960s.

The amazing development of the military aviation was also a source of progress for the civil aviation industry. The booming market of the jet-airliners had led the analysts to the idea of building an airliner capable of carrying passengers over long distances, at speeds exceeding the speed of sound.

Therefore, the 2 main competitors of the time in the aviation industry; the USA and the USSR, went back to the drawing board trying to win the fierce competition of being the first to create a supersonic airliner. But the leader in this race was neither the USA, nor the USSR...

Some years before, two groups, one from United Kingdom and the other from France, had already formed the basis of a collaboration

which will lead, eventually, to the only successful supersonic airliner. The name of the project: Concorde. So, let's have a short look at all 3 competitors in this historical race...

Boeing 2707-300 SST

In the USA, the program for a supersonic passenger aircraft was launched on the 5th of June 1963.

Because it was already trailing the European project and also the Russian one, in terms of development, it had to outperform the other 2 competitors.

Therefore, the requirements were for an airliner able to carry at least 250 passengers, flying at speeds of Mach 2.7-3.0 and having an inter-continental range of at least 4000 nm.

The participating projects came from North-American, with the NAC-60, from Lockheed, with the L-2000 and from Boeing, with its B 2707.

Although the Lockheed project was deemed the most realistic one, technically speaking, the final selection had an unexpected winner...

On the 31st of December 1966, Boeing was announced as the winner

and its project was to become the Boeing 2707-300 SST (Super Sonic Transporter).

It was intended to be the first wide-body aircraft, with a 2-3-2 row seating layout and, in its final version, it was supposed to accommodate up to 234 passengers.

The work had started on a full-scale mockup and the production of 2 prototype aircraft began.

Unfortunately, the SST never flew, the program being cancelled on the 20th of May 1971, before the 2 prototypes had been completed. The reasons for the cancellation were the rising costs, the lack of firm orders and also not to forget the incoming oil crisis. It is interesting to notice that, at the time of cancellation, the SST had 115 unfilled orders from 25 airlines, while the Concorde, which was to become the only operational supersonic airliner, had, at the same time, 74 orders, from 16 airlines.

The SST mockup was disassembled and sat in a scrap yard in Florida for 19 years, before being purchased and partially reassembled for display at Hiller Aviation Museum, San Carlos, California.

That was the short-lived American project of a supersonic airliner...

Tupolev TU-144

The Russian supersonic airliner had a better fate than its American competitor.

This program was officially launched in 1963, the development starting on the 26th of July that year.

Because of its resemblance to the Concorde, the Tu-144 was nick-

named "Concordski" .

Although the program was started later than the European Concorde, the TU-144 was actually the first supersonic airliner to fly, having its first flight on the 31st of December 1968, 2 months before Concorde flew for the first time. It broke the sound barrier for the first time on the 5th of June 1969 and it was the first airliner to exceed Mach 2, on the 15th of July 1969.

In its final form, the TU-144 was an aircraft with a Delta shaped wing, 65.5 m long, with a wingspan of 28.8 m and having a Maximum Take-Off Weight of 180 000 kg. It could accommodate between 120 and 140 passengers and it had a 3 men crew.

The performances were astonishing: a cruise speed of Mach 2.16, range 3500 nm and a service ceiling of 59000 ft.

The program suffered a serious setback when the first production aircraft, a TU-144S (registered 77102), crashed at the Paris Air Show, on the 3rd of June 1973, killing all 6 people on board and also 8 on the ground. The causes of the crash remain unclear until today, the presumptions going from a faulty design to industrial espionage, with the TU144, trying to avoid a French Mirage which was there to take pictures of the newly installed Canard wings. Although the presence of the Mirage was not denied, this was never confirmed as the cause of the crash...

The TU-144S went into service on the 26th of December 1975, flying mail and freight between Moscow and Alma-Ata, this being the preparation for the passenger service which started in November 1977.

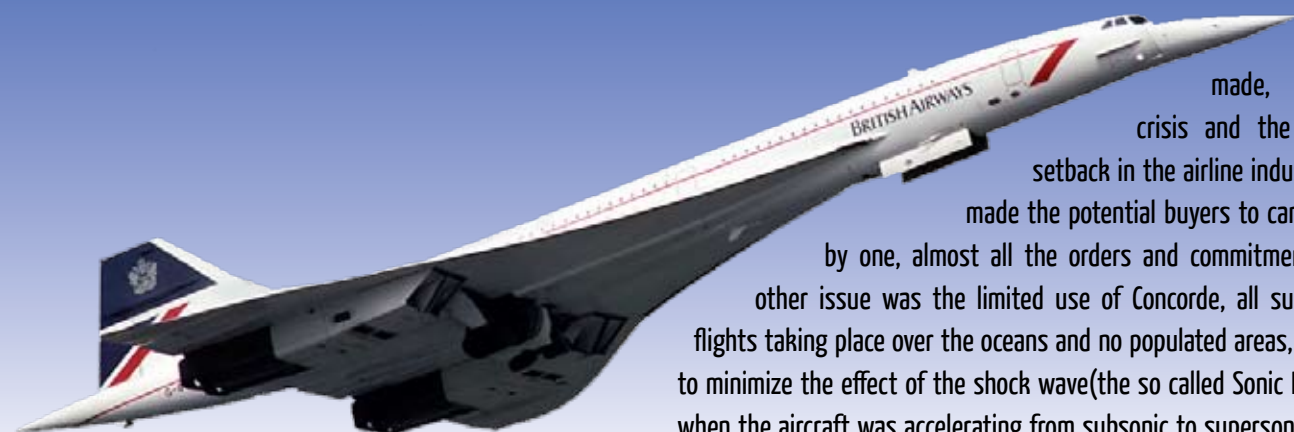
The only operator of the TU-144 was Aeroflot and the scheduled services were also short-lived, the last one being on the 1st of June 1978. By that time, only 55 scheduled passenger flights were made. Aeroflot continued to fly the TU-144 even after the official end of service, using it for some additional non-scheduled flights in the 1980s.

In total, 16 airworthy TU-144 aircraft were built, with a 17th one never being completed.

In 1995, with additional American funds and in cooperation with NASA, the TU-144D (registered 77114) was taken out of storage and, after some modifications, had made 27 test-flights between 1996 and 1997, before being cancelled in 1999 for lack of funding.

Once the Concorde was withdrawn from service in 2003, there were plans for the revival of the TU-144, again with American participation, but they were dropped quickly because of the rising costs of development, the soaring oil-prices and, not at last, the lack of a reliable propulsion system, the only alternative being the Kuznetsov NK-160 turbofan which is used on the TU-160 Blackjack bomber and which was considered as military secret and, therefore, not allowed to be exported outside Russia.





Concorde

And there we are, with the only successful supersonic airliner, the pride of the English and French aerospace industry, the aircraft that wrote a great page of history in aviation.

In commercial service for almost 20 years, its achievements were never matched by any other airliner in the world.

Starting with the records, it holds the fastest flying time between New York and Heathrow, set on the 7th of February 1996, by a BAW Concorde, in 2 hours 52 min 59 sec. It also set the record time for the Washington-Paris route, in 1973. It was the highest operating altitude airliner, cruising at up to 60000 ft, at Mach 2.05 (interesting to notice that Concorde travels 23 nm a minute, that being a mile every 2.5 seconds!).

The idea of a supersonic airliner came at the end of the 1950s and the Concorde program was officially launched in October 1962, once the "Mach 2.2 Airliner" specification was published.

Developed together by the British and the French aerospace industries, Concorde was, in its final design, a 62.17 m long aircraft, with a low Delta wing, having a span of 25.56 m, a MTOW of 185000 kg and powered by 4 Rolls Royce SNECMA Olympus 593 power plants, with afterburner, each of it developing up to 170.2 kN thrust.

The maximum range was 3550 nm and the maximum speed was limited to Mach 2.05, in order to limit the skin temperature to 400 Kelvin degrees, allowing thus the use of conventional materials.

The first flight for the Concorde was made on the 2nd of March 1969, by the French prototype, Concorde 001.

The British prototype (Concorde 002) took to the skies for the first time on the 9th of April, the same year. On the 1st of October 1969, Concorde 001 exceeded for the first time the speed of sound, reaching Mach 1.002. On the 4th of November 1970, Concorde 001 exceeded Mach 2, followed 8 days later by the 002. Although in the beginning there were many airlines interested in buying the Concorde and a presentation world tour was

made, the oil crisis and the coming setback in the airline industry had made the potential buyers to cancel, one by one, almost all the orders and commitments. Another issue was the limited use of Concorde, all supersonic flights taking place over the oceans and no populated areas, in order to minimize the effect of the shock wave(the so called Sonic Boom...), when the aircraft was accelerating from subsonic to supersonic flight. In the end, there were only 2 customers left: British Airways and Air France. It is also noticeable that the British Airways Concorde registered G-BOAD has flown for a few months with its port side painted in Singapore Airlines colors, following an agreement between the 2 companies and operating the London-Singapore route, via Bahrain. There was, though, a third company operating the Concorde and that was Braniff International Airlines which operated a subsonic service between Washington and Dallas, with a BA aircraft, from January 1979 until May 1980 when it was discontinued.

In total, only 16 production aircraft were built and the service entry was on the 21st of January 1976, with a London-Bahrain service. The only sad event that marred the safety record of the Concorde happened on the 25th of July 2000, when the Air France Concorde, registered F-BTSC, crashed

near Paris, having suffered a major fire after the take-off. An unfortunate chain of events, going from runway debris to a faulty fuel tank design, contributed to the loss of 109 people on board and another 4 on the ground. Following this crash, the whole Concorde fleet was withdrawn from service, the Certificate of Airworthiness being suspended on the 16th of August 2000.

After undergoing some modifications, the Certificate was awarded again and the Concorde started to fly again on the 7th of November 2001.

But, again, bad luck had struck Concorde one more time and this turned out to be the swan song of this beautiful metal bird...

Following the September 11 2001 events, the aircraft industry entered in a very long downturn and the increasing costs of the maintenance combined with the soaring fuel prices had led to the decision of withdrawal from service of the Concorde, both at British Airways and Air France. Despite an offer from Virgin chairman Richard Branson, to buy all BA's Concorde, British Airways decided to go ahead with the withdrawal of the fleet.

On the 10th of April 2003, BA and AFR made simultaneous statements



that the Concorde will be retired by the end of that year. The last Concorde service for Air France was flown on the 27th of June 2003 while the last BAW Concorde service was on the 24th of October 2003.

The Concorde story ends for good on the 17th of December 2003, when a BA Concorde made a final flight to a US museum, the same day when the 100th anniversary of the Wright brothers first flight was celebrated. Some plans to retain one aircraft for five years, to be flown at airshows, about 20 hours per year, in airworthy conditions, were abandoned because of lack of spare parts. It is thought that behind this story was the refusal of Airbus consortium to supply the spares or to allow anyone else to take over the task of supporting the aircraft...

After 2004, the aviation industry saw a revival of the idea of having a supersonic aircraft for passenger, but this time mainly for business jet industry.

In 2004, some studies for a SuperSonic Business Jet (SSBJ) were unveiled, following two different approaches to achieve the goal of an affordable supersonic travel.

The first is represented by Aerion, a Nevada based company, which is developing a Mach 1.6 capable aircraft which will avoid sonic booms by dropping to transonic speed over land.

The Aerion design features an unswept wing, with a sharp leading edge and a thin, bi-convex aerofoil section with a conventional V-shaped tail.

It is designed to be 45 m long, with a wingspan of 19.6 m, could accommodate up to 12 passengers and have a range of about 4000 nm. The selected powerplants are 2 Pratt&Whitney JT8D-219, which create up to 21700 lbs thrust each but, for the SSBJ, they will be rated only to 19600 lbs, in order to allow sustained supersonic cruise at up to M 1.6 and also to provide higher reliability.

The other idea belongs to Supersonic Aerospace International (SAI), whose Quiet Supersonic Transport (QSST) is relying on a newly discovered concept, the low-boom aircraft. This can be achieved nowadays by control-

ling the direction of the shock wave and re-directing it, to obtain a minimum effect of the sonic boom. The SAI's QSST was foreseen to have its first flight in 2010-2011, with certification and entry into service in 2013-2014. The airframe was designed by Lockheed and, in order to reduce the sonic boom, features a "tail-braced wing", with an inverted-V tail and aft-positioned engines. It was planned to be about 40 m long, with a span of around 20 m, seating between 8 and 12 people in executive configuration and able to fly distances of up to 4300 nm. The operational ceiling for both projects was set at 51000 ft. Wind-tunnel conducted tests were encouraging for both projects and, while about the QSST there were not many news coming lately, the Aerion SSBJ seems to be a bit ahead compared to its competitor, although even after so many years, the progress made was very slow, with the QSST missing its targets for the first flight and the SSBJ not even having a date set for the first flight.

Until that moment we will live with the memories of the beautiful Concorde and, in the end, I would like to cite from the words of Captain Mike Bannister, former Chief Concorde Pilot for British Airways:

"Beyond 24 October (2003...), Concorde may no longer be flying scheduled routes, but its special magic will live on. (...)

Flying at the edge of space, where the sky gets darker and you can see the curvature of the Earth, has been a unique and memorable part of my life."

Interview with Frederic Deleau, EGATS Board Member and IFATCA European FAB coordinator who has been following the Greek situation for several years. He is providing expertise to GATCA (The Greek Association of Air Traffic Controllers) as well as for IFATCA and ATCEUC.

OUTPUT: How is the Greek financial crisis affecting day-to-day life and the controllers in particular?

FD: As you most probably have already heard via the media, the situation is catastrophic! The increasing unemployment, salary cuts, new taxes and various measures announced nearly on a daily basis, have as good as nearly wiped out the middle class perspectives. People are desperate and the majority don't know what tomorrow will bring... Without getting too much into details, or giving my personal opinion, as far as the handling of the national crisis is concerned, allow me to give you one example that will summarize some of the Greek expectations for the coming years, a very sad perspective indeed. There is a growth of more than 90% of children brought to orphans homes by their parents because they cannot support them anymore – they cannot pay the rent, the food, the education. It is shocking! This situation affects our colleagues as well. Their situation was quite bad already. When the economic crisis hit in full force, a bad situation for the controllers, simply became even worse.

OUTPUT: Why Greek ATC is in such a bad state?

FD: Despite European regulations, Regulatory and Service Provision in Greece are still managed by the same entity: the Hellenic Civil Aviation Authority (HCAA). The government had every reason to maintain this situation, as it allowed them to divert route charges: about 2/3 of the route charges are being used for something else than for service provision. A straight forward reason, isn't it?...and we shall not talk about a company called Aeolos based in Luxembourg, where funds "transit"...

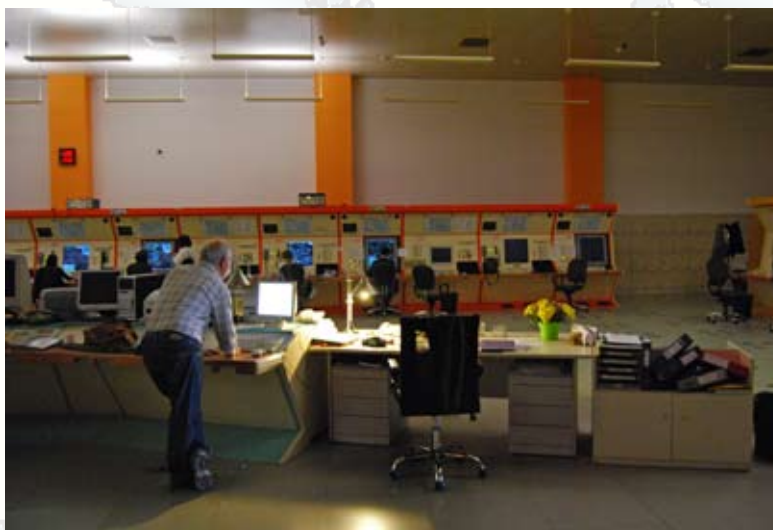


Another example of Greek "management": when state-owned Olympic Airways went bankrupt in 2009, hundreds of redundant employees were transferred to the Greek Civil Aviation Administration, with a guarantee of (part thereof) income. All of this paid for again by the route charges... Even though this violates countless EU directives, it is obviously so far ignored, except for an on-going infringement procedure at European Level for the non-compliance with SES1.

.Despite a traffic increase of more than 25% in 3 years, the HCAA's budget has reduced by more than 55% in the same period... Greece has 'managed' to reduce the unit rate for the airlines and, from their perspective, this seems to have been the only performance indicator of interest...

OUTPUT: Has this been flagged by the Greek Association?

FD: For the past years, the Greek Air Traffic Controllers' Association (GATCA) has continuously lobbied every echelon of national and international bodies, warning them of the catastrophic direction Greek ATC was heading in. GATCA also filled official complains to the EU. ATCEUC and IFATCA have also expressed serious concerns via press releases. Deficiencies can be found at all levels.



OUTPUT: How does this affect daily work for a controller?

FD: They are at breaking point. There's hasn't been any refresher training for the past years. Only a minority of controllers has the required ICAO level 4 training, after the administration barely managed

There is a real momentum now to change things in Greece, for the better, for the system and its staff, and make sure that we are fulfilling our missions of public and general interests, for Greece and for Europe.

to pay an English company to come and give some initial courses. (The company had to wait over one year to get paid!)

Necessary system upgrades and investments are postponed forever. Recruitment has been stopped and the older controllers have been forced to take an early retirement scheme, the so-called "National Reserve", imposed to all civil sectors.

In the last year, the government measures are destroying the last line of defence: the controllers, who have kept the system running, despite all of the above, have lost all motivation. They have seen their income reduced nearly 40% in just over one year!

Even this is not always fully paid, as the administration has indefinitely postponed payment of, or part of, some allowances.

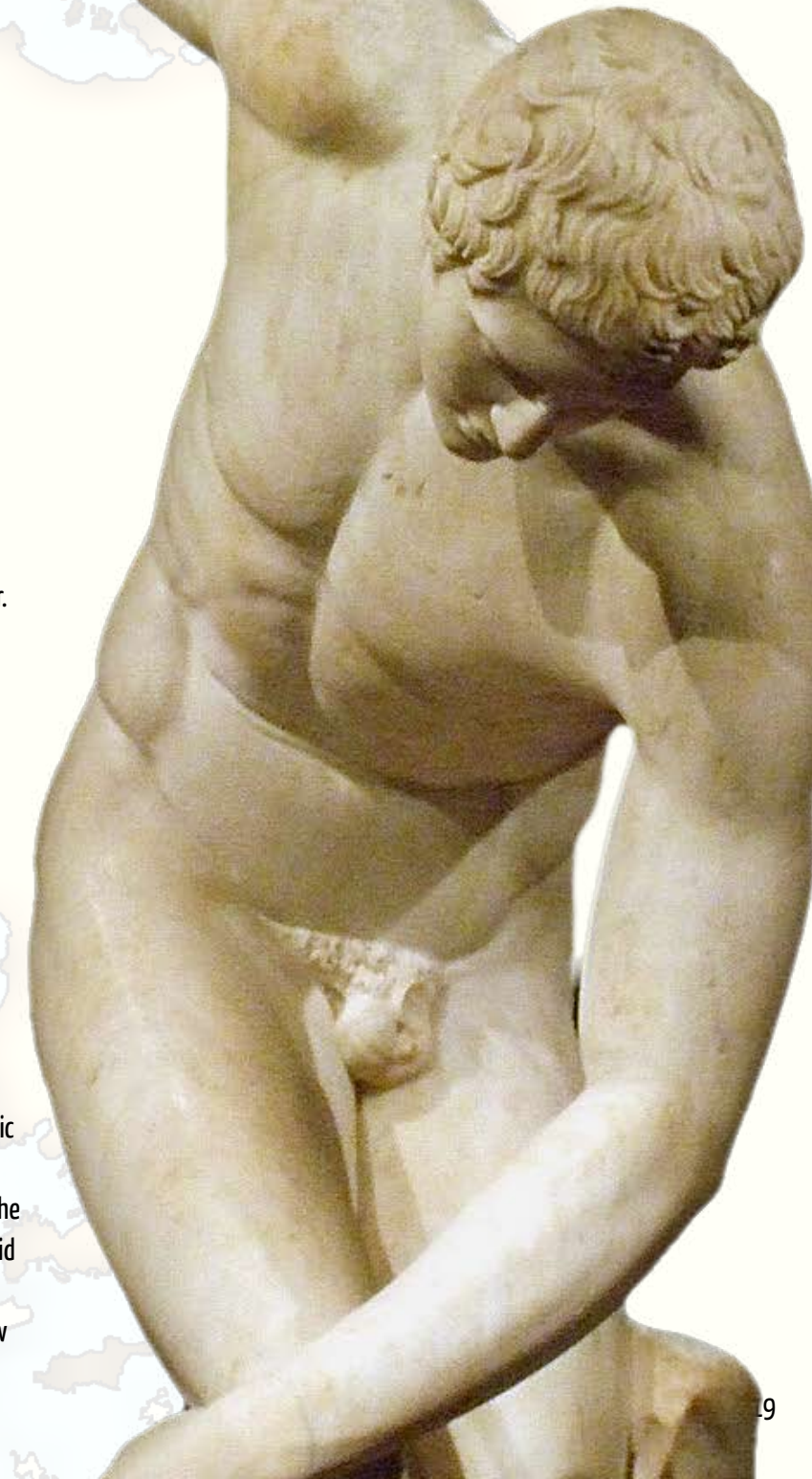
A recent tentative to return the ATCO population back into the public services grid, and putting a ceiling on their future salary at around 1200eur/month was however turned back at the last moment by the Parliament. The industrial actions implemented during September did bring enough attention apparently as logic could not!

All these cuts are on top of the measures that affect everyone: new

property taxes, extra social security taxes, increased VAT, increased mortgage rates, etc...

While trying to maintain their professionalism throughout this, the controllers are attacked time and time again for the increased delays and interruptions of the service. Can anyone really expect controllers, unable to pay their bills and frustrated by mismanagement at administration and national level, to concentrate on the traffic anymore?

Aviation transport is an important part, if not the most, of the Greek Tourism industry. This industry brought around nine



THE CONTROLLER

Journal of Air Traffic Control



More on the situation in Greece and other countries around the world, including Spain and Argentina, can be found in the next issue of **The Controller**. Out in January, ask any EB member for your copy!

➔ MANAGEMENT & ATC

Also in this Issue:

- ➔ IFATCA Regional Meetings
- ➔ European ATCO Licence
- ➔ CANSO Datalink Policy Conference



billions euros back to the country's economy during summer 2011. Can one consider that jeopardising this by lack of investment and illogical decisions would not affect the reimbursement capabilities of Greece?

OUTPUT: Is there any way out of this?

FD: I can only hope that the warnings are clear enough for the International Aviation Community! The EUROCONTROLS, EASAs, ICAOs and Commissions of this world have known about this for a long time and have chosen to completely ignore it officially so far.

They need to act now, before something irreversible, like an accident, happens.

In the interests of safety, professional ATC standards must be maintained and supported; "ATCOs must be able to work free from the stress induced by uncertain employment conditions"... The Greek government has demonstrated its incapacity of ensuring this and the international community needs to help them fast to change!

Many solutions are on the table but it takes courage and passion to dare, without looking too much at the political aspects, just willing to build and ensure a new basis for a brighter future.

It will take time to reinstate trust, to change a certain culture and implement sound investment plans while at the same time restructuring and keeping the staff motivated.

It is not impossible! The right people will need to be empowered and have the charisma and the patience to bring the necessary changes. A system built on (small) benefits and lots of pain needs to evolve towards a win-win situation.

The establishment of a provider is a must and thereafter modern management, avoiding interference, should be implemented. A few logical ideas: New career structures, new rosters, a new organigram, new processes, all in line with a dedicated budget and a clear investment

plan taking into consideration the BLUEMED developments – just a logical approach but so far away yet.

If something catastrophic should unfortunately happen, it will not have been due to the lack of warnings at both national and international level that the Greek controllers have given.

It will not be possible for the international aviation community to continue to deny their overwhelming responsibility in this!

OUTPUT: Aren't you going a bit too far?

FD: After so many years, so much wasted potential and lost chances, when you care about a system, its performance and impact on the



network, about the Safety of Air Navigation and ultimately about the well being of the staff providing these services, you cannot remain neutral anymore when it comes to the Greek situation!

There is a huge human and performance potential which is being destroyed by lack of sound decisions. Enough is enough! We cannot simply blame faith all the time.

Banks are being rescued and everyone interferes in each other corners to save the financial foundations because it is all

interrelated. What about Air Navigation?

When it comes to Safety, Efficiency and Continuity of Air navigation services, the only response we witness is very prudent politically and extreme when it touches the staff.

There is a real momentum now to change things in Greece, for the better, for the system and its staff, and make sure that we are fulfilling our missions of public and general interests, for Greece and for Europe Let's take the chance NOW, at all levels and together!

Gesundheit! Gesundheit yourself!

Everything we do in our everyday-job is about safety! Safety of the passengers and crew aboard the aircraft we guide. Safety of third parties, which we keep away from harm by the actions we are taking. Every time we see an article from our employer, from CANSO or from other organizations we have a critical position on, we criticize them hard when terms like efficiency, punctuality etc appear in close proximity to safety – our holy cow! But let me ask you one question: **How far do we go with our own safety – our own wellbeing?**

We write this article to you, because we are concerned! We are concerned about things that happen in the OPS-room - our daily work-environment. We see you not being concerned about your own safety at all. There is no other way to explain the things we sometimes see: ATCOs not reporting incidents; ATCOs not fulfilling their



most of them will be getting themselves out of the line of fire first. We know that there can be boring times on the sector, and that this is giving negative stress to people as well. Some of the recent reports discussed in the Safety mirror give an interesting insight into what can happen because of boredom. But let's face it - this is part of our well paid job as well - and meanwhile everybody

duties by sitting on position and playing with their mobile phones, reading a newspaper, solving riddles or sudoku's., ATCOs always striving for 5nm or 1000ft exactly, not allowing themselves any buffer. All this behavior is putting you in the line of fire, should there ever again be one hole too much in the cheese. Nobody gets his or her head chopped off for making mistakes or running into errors! But behavior like this goes too close on the border to negligence. Our minima are 5nm or 1000ft, but as the word says - it's a MINIMUM! Why not stay on your personal safe side and take that extra 5-degree-turn or that extra 500 ft in the instructed rate as a contribution to your own wellbeing? We are well aware of the pressure some of us feel by colleagues naming this "chicken actions". But be sure that only very few of them will support you when things really go wrong! It's unfortunate to say, but when the worst case happens,

should perhaps be aware that one of the most dangerous times is often the dip after the peak! Maybe your EC had a really hard time running this peak – let's give him/her the feeling that he/she can relax now. Not by directing your attention elsewhere, but by continuing to monitor his/her actions! One of the biggest advantages of our job is that once we pass the revolving doors, we don't have to think about work anymore – as long as we are able to leave the room saying to ourselves: "it was a good day – busy, but I have a clear conscience". In the US, the FAA and NATCA have agreed to send controllers on courses about professionalism. If you would be interested to follow a similar course, or you would like to take part in a discussion or workshop about professionalism, please contact the EGATS board (board@egats.org) and we will try to arrange such an event.

Nomination Form for election to the Executive Board

I, ordinary member of EGATS, _____ stand for re-/election at the
Name of Nominee

Annual General Meeting 2012 of EGATS, the EUROCONTROL Guild of Air Traffic Services.

Place: _____ Date: _____ Signature of Nominee: _____

Following 10 Ordinary members of EGATS support my nomination:

Name:	Signature:

The Nomination Form of _____ has been received by the
Name of Nominee
Executive Secretary of EGATS.

The Form has been handed in at least 40 days prior to the EGATS - AGM 2012.

Place _____ Date _____ Executive Secretary of EGATS

EGATS Membership

Dear EGATS members,

As 2012 is fast approaching, please keep in mind that your EGATS membership payment is due during January. If you have recently closed your account(s) in the Netherlands, kindly make sure you transfer the fees manually, as our 'automatic incasso' will not work internationally.



2012 Reminder

To retain your membership, please transfer € 55 to the EGATS bank account :
IBAN NL41ABNA0468612254
BIC ABNANL2A

Many thanks !

Steven Pelsmaekers
treasurer@egats.org

