



TECHNICAL COMMITTEE

NOTES

23rd SEPTEMBER 2015

Attendees/Apologies	<table><tr><td>Chris</td><td>Ford (CP)</td><td>Master</td><td>Apologies</td></tr><tr><td>Peter</td><td>Benn (CP)</td><td>ME</td><td>Present</td></tr><tr><td>John</td><td>Turner (CP)</td><td>DAA</td><td>Present</td></tr><tr><td>Michael</td><td>Cleaver (CP)</td><td></td><td>Apologies - overseas</td></tr><tr><td>Nicholas</td><td>Clutton</td><td></td><td>Present</td></tr><tr><td>David</td><td>Cockburn</td><td></td><td>Present</td></tr><tr><td>Geoff</td><td>Connolly</td><td></td><td>Apologies – unable to travel</td></tr><tr><td>Peter</td><td>Cox</td><td></td><td>Present</td></tr><tr><td>Harvey</td><td>Crush</td><td></td><td>Apologies - overseas</td></tr><tr><td>John A</td><td>Denyer (CP)</td><td></td><td>Present</td></tr><tr><td>Alex B</td><td>Fisher</td><td></td><td>Present</td></tr><tr><td>A Nick</td><td>Goodwyn (CP)</td><td></td><td>Present</td></tr><tr><td>Richard</td><td>Hall</td><td></td><td>Present</td></tr><tr><td>Brent</td><td>Hawkins (CP)</td><td></td><td>Apologies - overseas</td></tr><tr><td>Kent</td><td>Johnson (CP)</td><td></td><td>Apologies - overseas</td></tr><tr><td>Richard</td><td>Lotinga</td><td></td><td>Apologies - working</td></tr><tr><td>Chris</td><td>Norton</td><td></td><td>Present</td></tr><tr><td>Phil</td><td>Smith</td><td></td><td>Apologies</td></tr><tr><td>Miles</td><td>Stapleton (CP)</td><td></td><td>Present</td></tr><tr><td>Syd</td><td>Utting</td><td></td><td>Apologies - flying</td></tr><tr><td>Dai</td><td>Whittingham</td><td></td><td>Present</td></tr><tr><td>Marion</td><td>Wooldridge</td><td></td><td>Present</td></tr></table>	Chris	Ford (CP)	Master	Apologies	Peter	Benn (CP)	ME	Present	John	Turner (CP)	DAA	Present	Michael	Cleaver (CP)		Apologies - overseas	Nicholas	Clutton		Present	David	Cockburn		Present	Geoff	Connolly		Apologies – unable to travel	Peter	Cox		Present	Harvey	Crush		Apologies - overseas	John A	Denyer (CP)		Present	Alex B	Fisher		Present	A Nick	Goodwyn (CP)		Present	Richard	Hall		Present	Brent	Hawkins (CP)		Apologies - overseas	Kent	Johnson (CP)		Apologies - overseas	Richard	Lotinga		Apologies - working	Chris	Norton		Present	Phil	Smith		Apologies	Miles	Stapleton (CP)		Present	Syd	Utting		Apologies - flying	Dai	Whittingham		Present	Marion	Wooldridge		Present
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1.1 Welcome	DAA thanked everyone for their attendance at the first TC. Arrangements for overseas members to dial-in/conference were in hand for next meeting – apologies it was not yet running. The agenda had grown in the past few days which highlighted the importance of members checking the website meeting page regularly.																																																																																								
1.2 CAMEO	A brief update on CAA initial actions following the Shoreham air display fatal accident. A review of the CAA teams established for their major review into UK display flying revealed almost total lack of persons who had experience or understanding of the display flying environment. https://www.caa.co.uk/default.aspx?catid=17&pagetype=90&pageid=17113 Discussion considered the merits of establishing ‘talking heads’ or supporting a cross-aviation media response team. <i>Medical profession does this already.</i>																																																																																								
2. COMMITTEE ADMINISTRATION																																																																																									
2.1 Notes of meeting	DAA explained that rather than produce full minutes, only brief notes of topics/actions plus any references others might find useful would be retained. It was expected that a meeting member would produce these. Notwithstanding the notes, Chatham House Rule applies.																																																																																								
2.2 Agenda/Meeting	An agenda will be published 10 days before each meeting – late papers																																																																																								

papers	may appear right up to day before the meeting; notes should be available 10 days after. The onus is on members to keep themselves up to date. DAA demonstrated the website functionality. He noted that an RSS fee was not provided for the committee page and would investigate if this was possible. ACTION: DAA
2.3 Selection of Chair/vice-chairs	The original plan for 2 vice-chairs looked sensible; this was still the case. After considering the scope, scale and commitment needed, Richard Hall and Marion Wooldridge volunteered as vice-chair and Dai Whittingham volunteered as chair, to which the other committee members present agreed unanimously.
2.4 Start time	Next meeting will start at 1330 to allow an earlier finish.
4. Working Groups – Agenda taken out of order	
4.1 Range of open topics	Covered through a review of the attached presentation that has been updated to remove legacy references and show the outcome of committee discussion.
4.2 Inherited WGs	
4.3 Activity Review to date	
4.4 Future plans – leaders, volunteers, coordination	
3. TOPICS FOR DISCUSSION – Agenda taken out of order	
3.1 Automation/Pilot skill fade/LOC-I	Covered under WG above. FAA had issued a Safety Alert for Operators (SAFO 13003) and now CAA had engaged Fraser-Nash to investigate training, as indicated in two papers provided pre-meeting.
3.2 FMS data errors	Raised by Miles Stapleton – sensible error-trapping as part of the box design? Some error trapping was thought to be incorporated already but discussion would be carried over until the next meeting.
3.3 Standby Flight Instruments	Raised by Brent Hawkins – standby instruments have good inertial/attitude inputs but suffer same air data problems as normal instruments – was there a potential for more reliable ‘standby air data’? Time prevented further discussion so this would be carried over to the next meeting.
3.4 Other potential areas of concern	
3.4.1 Passenger Behaviour	Dai Whittingham explained the large number of passenger-related incidents airlines were now experiencing, ranging from drunkenness to lighting of fires in toilets. General dismay, the potential to deploy the criminal law and the limits of a Captain’s authority when the doors were open were debated.
3.4.2 Pilot (GA, CAT, UK & non-UK) understanding of ATSOCAS – available & provided protection levels	Requested by George Capon (who would be happy to participate in any WG on this): Short debate indicated that, notwithstanding the simpler terms ‘radar-advisory’ and ‘radar-control’, a lack of pilot understanding was one of the reasons for introducing ATSOCAS in the first place. Clearly this had not been resolved which was felt to be due, at least in part, to a system that appeared to be designed by and for air traffic controllers rather than pilots. Committee noted this is a known problem in UKAB. CAA jointly owns UKAB with MOD, and falls within MACCG; the current chair Harry Daly (Harry.Daly@caa.co.uk) runs MACCG on behalf of G/C Clare Muir.
3.4.3 UK gliding & parachuting site infringements: UK & non-UK pilots – chart clarity, international symbols	Requested by George Capon (who would be happy to participate in any WG on this) (Peter Reading may also wish to contribute to WG activity): The committee was not aware of any international standard for chart symbols and noted that, despite efforts in planning, infringements still occurred. If pilots could infringe a gliding site they

	were aware of and had planned to avoid, chart changes would not be a full solution. Additionally, this was a NATMAC responsibility. NATMAC had a VFR chart WG in place last year which did some good work on de-cluttering and improving presentation; it would seem sensible to use this route rather than the Company as NATMAC/CAA would need to approve any changes.
3.4.4 – Admissibility of AAIB Reports in Court	Covered under WG above.
5. Notices/Updates from other Committees, Events, etc.	
5.1 UK FSC	A redacted version would be provided with these notes ACTION: DAI WHITTINGHAM
5.2 GAP	CAA updates on GA activity were available as follows: 1 Jul 15: http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&mode=detail&nid=2465 21 Sep15: http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&newstype=n&mode=detail&nid=2485
5.3 Future Flight Deck – Industry/University research project	Requested inclusion by Peter Cox – Peter had been involved in development tests that required recent/current infight deck experience. He would forward trials contact details/subject requirements to DAA for promulgation to the wider membership. ACTION: PETER COX
5.4 Cameo subjects and speakers	Two types – at meeting // larger special events. Chris Norton offered a cameo on UAV developments but Chair felt there would be more than enough work for the next committee without a cameo.
5.5 Met Office Users Forum	Requested inclusion by Peter Cox
5.6 UK Civil Aviation Medicine Forum	Added by DAA – Germanwings update: <ul style="list-style-type: none"> EASA proposed 6 Recs to the Commission: https://www.easa.europa.eu/newsroom-and-events/news/report-task-force-germanwings-flight-9525-european-commission ASMA Mental Health Working group updated guidance http://www.asma.org/publications/pilot-mental-health (other links to Prof Bagshaw's cabin air paper and Air Pilots website) BEA report at http://www.bea.aero/docspa/2015/d-px150324.en/pdf/d-px150324.en.pdf Other items: <ul style="list-style-type: none"> Some mention of increased reporting of fatigue - may be some airlines encouraging reporting in order to improve rostering Zero-hours contracts – anecdotal evidence of flying when unfit and/or fatigued; EASA and DfT have work-streams looking into this. Concerns about fatigue over the summer at a UK low cost operator and lack of aeromedical advice provision to the same company. CAA may investigate tracking overall average hours, via operators. CAA to implement new ATCO regs in December 2016 Next meeting 8 Mar 16: Prof Bagshaw has offered to represent Air Pilots if DAA approaches Dr Sally Evans. ACTION: DAA
5.7 NATMAC	Minutes of 30 April Meeting just published and attached. <i>Includes slides</i>

	<p><i>on Standardised European Rules of the Air (SERA) and Airspace Change Process (ACP) – latter include descriptions of good and bad public consultations!</i></p> <p>Next meeting 22 Oct 15.</p>
6. Any Other Business	
6.1 Meeting critique	An effective running order? Agreed we should try to integrate WG and discussion topics as appropriate in future.
Next meeting(s)	
	<p>28 January 2016, Cobham House at 1330</p> <p>Subsequent dates:</p> <p>24 May 2016</p> <p>20 September 2016</p> <p>Watch website for more info/any changes</p>
Conferences (for info)	<p>30 Sep 15: Admissibility of Air Accident Reports in Court Proceedings – RAeS (Harvey Crush representing us)</p> <p>7 Oct 15: RAeS President's Conference 2015, RPAS Achievements and Challenges (DAA hopes to attend)</p> <p>14 Oct 15: 100 years of Accident Investigation – What's Next? - RAeS (Harvey Crush representing us)</p> <p>3-4 Nov 15: UK Air Display Post-Season Symposium - Shrivenham</p>

DAA 24 Sep 15