



TECHNICAL COMMITTEE NOTES

12th September 2017

Attendees/ Apologies	Dai	Whittingham (CP)	Chair	Present
	Marion	Wooldridge (CP)	Vice-Chair	Present
	Richard	Hall (CP)	Vice-Chair	Present
	Chris	Spurrier (CP)	Master	Present
	Colin	Cox (CP)	Master Elect	Present
	John	Turner (CP)	DAA	Present
	Michael	Cleaver (CP)	Australia	Present via SKYPE
	Nicholas	Clutton		Present
	David	Cockburn		Present
	Geoff	Connolly		Apologies
	Peter	Cox		Present
	Harvey	Crush		Present
	John A	Denyer (CP)		Present
	Alex B	Fisher		Present
	Nick	Goodwyn		Present
	Brent	Hawkins (CP)	Hong Kong	
	Kent	Johnson (CP)	North America	
	Richard	Lotinga		Apologies
	Chris	Norton		Present
	Miles	Stapleton (CP)		Apologies
	Syd	Utting		Present
	Tom	Harrison	GATCO	Present
	Barry	Mitchell	NZ Administrator	Present
	Simon	Gaskin	Sec Gen IAIN	
1. CHAIRMAN'S INTRODUCTORY REMARKS				
1.1 Chairman's introductory remarks	<ul style="list-style-type: none">Chair welcomed all, especially Barry Mitchell, administrator for the NZ Region, sitting in<ul style="list-style-type: none">Phil Smith has decided to stand down from the committee.Apologies from:<ul style="list-style-type: none">Richard LotingaMiles StapletonGeoff ConnollyTom Harrison joined at 1400			
1.2 Cameo	<ul style="list-style-type: none">Nil			
2. NOTES OF PREVIOUS MEETING & MATTERS ARISING				
2.1 Matters Arising - Discussions recorded against agenda items below, rather than chronologically.				
2.1.1 Topics for Discussion/ Personal Contacts	TOPICS <ul style="list-style-type: none">Topics previously suggested but not already in work were as follows (numbers = proposers):<ul style="list-style-type: none">Drones – Drone pilot professional status/skills, Regulation, Better threat data, (8 proposers)Position on further reductions in flight crew complement on 'quiet time' on long haul – only requiring one pilot to be awake.Explain that EASA rules are a minimum not a target (duty hours are a max not a target)Pilot mental welfareGround damageRecruiting and retaining experienced FI who can teach IR/TwinUse of RNAV/GNSS			

	<ul style="list-style-type: none"> • Video recording - to confirm what the pilot sees is the same as the FDR • Next RW for SE England – LHR 3rd is not the final solution is another needed and if so where & when • RW utilization – why LHR3 if you can get the benefit for free? • Steeper approach – frees up airspace, decreases noise, • RNP Nav – over-regulated, which needs to be freed up • Geo Altitude • ATSOCAS • Glider site avoidance • Go public on our Instructors Guide – say we believe it is best practice. • CAA lack of resource • Mid Air Collision <ul style="list-style-type: none"> • <u>All TC members to review topics, down-select 2 or 3 and advise DAA of their choice.</u> <p>EXTERNAL CONTACT POINTS</p> <ul style="list-style-type: none"> • DAA had received only a few responses. • <u>DAA to circulate the 'template' of potential organisations to TC members</u> • <u>TC members to refresh details passed to DAA on their links to other organisations</u>
2.1.2 SKYbrary	<ul style="list-style-type: none"> • Links to all the articles for which Air Pilots have content control were included in notes of last meeting. • <u>DAA to email Rules of Thumbs article and suggestions received by SKYbrary to Alex & Richard – Alex & Richard will review suggestions and consider any other 'rules'</u>
2.1.3 Consultation on Southend PNR approaches	<ul style="list-style-type: none"> • Appeared to be a case of Southend covering themselves against future noise complaints from aircraft that now fly precisely the same track as each other. Discussion included: <ul style="list-style-type: none"> • Where this does occur, the A380 is considerably quieter than other aircraft. • We need to establish flexible use of airspace, supported by the right mechanisms and enforced by CAA – concern that CAA were not really pressing for the return of under-utilised areas – Nottingham. <ul style="list-style-type: none"> • (Also that Doncaster/Robin Hood Airport's claim that they had reduced air-miss occurrences was erroneous given the difficulties that existed in the margins around their enlarged airspace and limited likelihood of obtaining a crossing clearance. • In contrast, transiting Edinburgh airspace is easy. • 30 day notice for NOTAMS is not conducive to effective sharing, nor is difficulty in establishing an easy way to transit an area that is not actually being used.
3. TOPICS FOR DISCUSSION (NOT COVERED BELOW)	
3.1 Air Pilots' Strategy	<ul style="list-style-type: none"> • Master spoke on review and new document – hinges on communication, a suitable PR set-up and willingness of members each to contribute a small amount of time to supporting activities
3.2 Consultations	
3.2.1 EASA NPA on UAVs	<ul style="list-style-type: none"> • Principle aspects of the (130+ page, with multiple links to other documents) paper were discussed; it addresses sub-25kg vehicles and model aircraft will become UAVs and subject to the regulation, albeit with relaxations providing they are members of an appropriate model flying club. • Australia de-regulates UAVs below 2kg, vice 250g/900g EASA considerations. • <u>Chris N to forward comments to DAA who will collate into a response on behalf of Air Pilots on 13th September</u> (15 Oct closure)
3.2.2 Laser Pointers	<ul style="list-style-type: none"> • A short consultation document! <u>All TC members to forward comments to DAA before end of month; DAA will then submit an Air Pilots response on early October.</u> (6 Oct 17 closure)
3.2.3 UK Aviation Strategy	<ul style="list-style-type: none"> • An important chance to comment to government. Needs to include issues such as: <ul style="list-style-type: none"> • GA airfields network/sustainability strategy • CAA ability to regulate – resource size and experience • <u>All TC members to forward comments to DAA before end of month; DAA will then submit an Air Pilots response on early October.</u> (13 Oct 17 closure but DAA committed elsewhere from 6 Oct)
3.3 Lasers Update	<ul style="list-style-type: none"> • Some signs that UK Aviation & Vehicle Technology Bill may be re-introduced but nothing official as yet. (PMN: DAA thanks to all UK members who wrote to their MPs on this matter.)
3.4 Cabin Fumes	<ul style="list-style-type: none"> • Action ongoing. Air Pilots need a position on this topic beyond our current 'science shows that organo-phosphates cannot enter cabin air that accepts the possibility that there may be issues that are not yet within scientific or medical knowledge. • <u>Chair to work up some words with DAA for Committee and then Court consideration.</u>
4. WORKING GROUPS (NOT COVERED ABOVE)	
4.1 WG – True North (TN) Heading Ref	<p>Led by Miles</p> <ul style="list-style-type: none"> • With the letter in flight this is now gaining international exposure. • ICAO is of a similar mind to us and happy for our participation. • <u>DAA to ensure WG has sight of email trail following Master's tour of Canada</u>

4.2 WG- Human Factors – Fatigue & FRMS	<p>Led by Nick Clutton</p> <ul style="list-style-type: none"> Air Safety Group (that uses Cobham House for its meetings) agreed to combine fatigue WGs. Plan to produce a stand-a-lone academic paper, partnering with BALPA and ASG now not seen as a cost effective or fast enough solution. Alternative thoughts are to invite experts for form a 'Grey-beard' committee to review existing literature and generate a position based on that evidence. Noted that Australia Region is doing its own work in this area, with two Air Pilot members that are eminent in the field of fatigue. – There might be a possibility to combine or co-operate here and <u>DAA will explore options with Mike ex-committee</u> One airline now interviewing pilots who have reported fatigued to explore what they were doing in their rest days – seems intent is to blame their rest activities for any fatigue and not rostering.
4.3. Pilot Fatigue & Nutrition	<p>Led by DAA</p> <ul style="list-style-type: none"> Aberdeen University interview phase completed, having sourced the last 3 subjects of a specific age range that they needed from our membership. New avenues of research may be opening; DAA plans to meet Roderick MacDonnald
4.4. Addressing 'skill fade' – a Low Cost Aid	<p>Led by Alex Fisher</p> <ul style="list-style-type: none"> Cranfield and CityU un-responsive. Alex may produce a device at his own expense. <u>Chair to approach Nick Dahlstrom (Human Factors (HF) specialist – Emirates Head of HF) on possible support/sponsorship.</u> [Deferred to next month when they will meet]
4.5 UK Flight Instructors	<p>Led by Syd Utting</p> <ul style="list-style-type: none"> Feedback looks positive and considering a repeat event in 2 years. Attendees were the 'usual suspects' – challenge will be to bring in new people – cf Air Pilot strategy & comms. Drafting revised Bursary conditions for an 'advanced' instructor. There is not a shortage of instructors but there is a shortage of working instructors, especially as those who fly for airlines are already working to the limits of FTL for the airline. Signs of poor knowledge within the parts of the instructor community – evident during scholarship/bursary interneiws. A feeling that the current committee structure leaves Instructors WG overly focused on initial training with little exposure to/of commercial instructors. <u>Instructors' WG to identify and specify what would be needed to close any gaps.</u>
4.6 Unmanned Air Vehicles	<p>Chris Norton continues a watching brief.</p> <ul style="list-style-type: none"> Nil further after discussion at 3.2.1
5. Notices/Updates from other Committees, Events, etc.	
5.1 UK FSC	<p>Chairman</p> <ul style="list-style-type: none"> Last UK FSC meeting minutes not placed on TC meeting page due confidentiality. <u>DAA to email the minutes direct to members, together with the confidentiality requirement not to disseminate further.</u> Alex noted that people seem to have forgotten how to use TCAS properly PMN: Is this an area we can help by refreshing & circulating previous papers?
5.2 GAP	<p>DAA</p> <ul style="list-style-type: none"> David reported on the last meeting.
5.3 GAAC	<p>Marion</p> <p>Report of a GAAC BOARD MEETING held Tuesday 5th September 201</p> <p>The primary current focus of the GAAC is the loss of, or threat to, many GA airfields. The primary activities are therefore to gather evidence, and to present the case for the need to retain a viable GA airfield network at all appropriate policy related fora, whilst assisting individual airfields under threat especially wrt planning issues.</p> <p>For these reasons, GAAC representatives attend meetings and briefings with officials from, and provide information to, DCLG, DfT, APAG, GAP etc. and reports from these are provided to GAAC meetings. In addition, GAAC receives a regularly updated list of airfields under threat compiled and updated by a member of AOPA staff. Noteworthy points from the meeting on 5th September follow.</p> <p>DCLG and DfT</p> <p>The paper from GAAC on issues relevant to GA airfield loss, retention, and network, was submitted to the DfT on 29th July 2017; a copy of this is on the GAAC Website. As a part of the response, the new Minister for Aviation, Lord Callanan, in his letter to the GBASF wrote; "I note your recommendation of a Government funded study of existing assets to create a UK wide database as a way of identifying such a network (<i>of airfields of strategic significance to general aviation</i>). Please thank....the General Aviation Awareness Council for the work that led to this recommendation".</p> <p>The DCLG advice to LPAs was being ignored by a number of Authorities but efforts were being made to advise those coming to their notice that they were in breach of their remit. DGLC want to improve cascade of knowledge to local councils, policy makers, planners, including in the issue of airfield planning issues.</p>

	<p>Aviation Strategy The Government has recently published a call for evidence on the new Aviation Strategy. More info at: https://www.gov.uk/government/consultations/a-new-aviation-strategy-for-the-uk-call-for-evidence. The focus is to produce a white paper, expected in 2018. It has been estimated that 108,000 commercial pilots will be required within Western Europe in the medium term, and this could/should be an opportunity for UK to provide premier training places. GA has a 'grass roots' role in this, especially now that the flow of ex-RAF pilots is severely reduced.</p> <p>All Party Parliamentary Aviation Group: GA group Now chaired by Grant Shapps, as the previous chair lost their seat at the general election. Mathew Bolshaw is the GA Group point of contact.</p> <p>GA Airfields under threat The comprehensive 'Aerodromes Update' identifies some 22 individual Airfields and 10+ MoD Sites of relevance. This is now on the GAAC website.</p> <p>Air Pilots The Honourable Company of Air Pilots had not, on the above date, paid their usual donation for the current year. The GAAC treasurer, Roger Wilson, will take forward.</p> <p>M Wooldridge TC Vice Chair GAAC Board Member</p>																
5.4 Met Users Forum	<p>Peter Cox</p> <ul style="list-style-type: none"> Note that Strategic Review did not mention the Met office as a liaison group Next meeting next month Met office use non-aviation elevations: "height AMSL" [cf EASA UAV NPA "altitude above ground"] TAF reporting of gusts inadequate for GA – e.g. gusting not reported unless >24 kts. RAF METAR/TAF may not follow Annex 3. 																
5.5 NATMAC	<p>Chairman</p> <ul style="list-style-type: none"> Meeting coming up 4 Oct 																
5.6 DfT/EASA Briefings	<p>DAA</p> <ul style="list-style-type: none"> Neither DAA nor Chair were able to attend ;ast meeting – next is on 4 October. 																
5.7 Forthcoming Conferences	<table border="1"> <tbody> <tr> <td>26-7 September 17</td><td>International Flight Crew Training Conference- IPTA member rate £375+VAT</td></tr> <tr> <td>3-5 October 2017</td><td>Safe Skies – Canberra, Australia</td></tr> <tr> <td>8-9 November 17</td><td>BADA/MAA/CAA/Air Pilots UK Air Display End of Season Conference –Shrivenham</td></tr> <tr> <td>23-25 October 17</td><td>International Air Safety Summit (Flight DSafety Foundation) - Dublin</td></tr> <tr> <td>15-16 November17</td><td>Commercial UAV Show</td></tr> <tr> <td>28-30 November 2017</td><td>* International Navigation Conference 2017 (host RIN) Brighton, UK 28-30 Nov 2017 see www.internationalnavigationconference.org.uk or via www.rin.org.uk</td></tr> <tr> <td>28 Nov-1 Dec 2018</td><td>* International Association of Institutes of Navigation World Congress 2018 (host JIN) Chiba, Japan see https://iainn2018.org/ OR via the IAIN website (www.iainav.org)</td></tr> <tr> <td>14-17 May 2018</td><td>* European Navigation Conference 2018 [not to be confused with the European Nuclear Conference or the Experimental Nuclear Magnetic Resonance Conference in the US] (host Swedish Radio Navigation Board) Gothenburg, Sweden see https://enc2018.eu OR via the EUGIN website (www.eugin.info)</td></tr> </tbody> </table>	26-7 September 17	International Flight Crew Training Conference- IPTA member rate £375+VAT	3-5 October 2017	Safe Skies – Canberra, Australia	8-9 November 17	BADA/MAA/CAA/Air Pilots UK Air Display End of Season Conference –Shrivenham	23-25 October 17	International Air Safety Summit (Flight DSafety Foundation) - Dublin	15-16 November17	Commercial UAV Show	28-30 November 2017	* International Navigation Conference 2017 (host RIN) Brighton, UK 28-30 Nov 2017 see www.internationalnavigationconference.org.uk or via www.rin.org.uk	28 Nov-1 Dec 2018	* International Association of Institutes of Navigation World Congress 2018 (host JIN) Chiba, Japan see https://iainn2018.org/ OR via the IAIN website (www.iainav.org)	14-17 May 2018	* European Navigation Conference 2018 [not to be confused with the European Nuclear Conference or the Experimental Nuclear Magnetic Resonance Conference in the US] (host Swedish Radio Navigation Board) Gothenburg, Sweden see https://enc2018.eu OR via the EUGIN website (www.eugin.info)
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6. Any Other Business																	
	<ul style="list-style-type: none"> MISC - Article on how aircraft fly - buoyancy rather than Bernoulli had been added to meeting papers for members to consider. GNSS Spoofing – this was touched on in meetings several years ago. The same signal is used to tell the flight deck and ATM where the aircraft is (ADS(B) uses GNSS). <ul style="list-style-type: none"> Instances at sea (USN in Far East) might have been caused by navigational manipulation. Why do aircraft that are also fitted with a high performance inertial system not use that to detect – and warn the crew – if GNSS spoofing is detected. Time to do something about this? 																
Next meeting(s)																	
Next meeting	TBC (not yet in Air Pilots diary) but plan on 16 January 2018, 1330 start,																

Meeting Closed at: 1630

DAA 14 Sep 2017