



TECHNICAL COMMITTEE NOTES

Dowgate Hill House, 14-16 Dowgate Hill, London, EC4R 2SU

16th January 2018

Attendees/ Apologies	Dai	Whittingham (CP)	Chair	Apologies	
	Marion	Wooldridge (CP)	Vice-Chair	Present	
	Richard	Hall (CP)	Vice-Chair	Present	
	Chris	Spurrier (CP)	Master	Apologies	
	Colin	Cox (CP)	Master Elect	Apologies	
	John	Turner (CP)	DAA	Present	
	Michael	Cleaver (CP)	Australia	Apologies	
	Nicholas	Clutton		Present	
	David	Cockburn		Present	
	Geoff	Connolly		Present	
	Peter	Cox		Present	
	John A	Denyer (CP)		Present	
	Alex B	Fisher		Present	
	Nick	Goodwyn		Apologies	
	Brent	Hawkins (CP)	Hong Kong	Apologies	
	Kent	Johnson (CP)	North America	Apologies	
	Richard	Lotinga		Present	
	Chris	Norton		Apologies	
	Phil	Smith		Present	
	Miles	Stapleton (CP)		Apologies	
	Syd	Utting		Present	
	Tom	Harrison	GATCO	Present	
	Simon	Gaskin	Sec Gen IAIN	Apologies	
	1. CHAIRMAN'S INTRODUCTORY REMARKS				
	1.1 Chairman's introductory remarks	<p>The Chairman at a conflicting UK FSC; DAA stood-in so neither of the vice-chairs who will seek election when the Chairman stands down in September, would be advanced unfairly.</p> <p>The procedure for selecting a new Chair will be as follows:</p> <ul style="list-style-type: none">• <u>Vice chairs to offer written explanation of why they should be elected by end April</u>• <u>DAA to distribute these to TC members and conduct a ballot by email</u>• <u>DAA to seek Court endorsement of the result before the Sep meeting</u> <p>Committee was saddened to learn that Harvey Crush had died on 4 Dec; his expertise on legal matters will be sorely missed.</p> <p>Apologies as above. [PMN: Michael Cleaver's dial-in via Skype thwarted by a recent computer re-configuration. He is in UK this Spring; DAA attempt to move next meeting date so he can to attend.]</p> <p>The room in Dowgate is charged by 30 minute blocks - important to vacate promptly at 1630!</p>			
	1.2 Cameo	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	<p>TOPICS - Agreed that rather than continue to consider a historical list, it was more appropriate for TC to address issues as proactively as possible as appeared necessary at the time. Closed.</p> <p>EXTERNAL CONTACT POINTS - DAA to circulate 'template' of potential organisations to TC members Complete 22 Dec 17. TC members had provided updates; this would be a continuing process to keep the list relevant and identify facilitators when the Air Pilots needed to contact or liaise with other organisations. Closed</p> <p><u>DAA will circulate the matrix by email before each meeting.</u> (On-going action)</p>				

<p>2.1.2 SKYbrary</p>	<p>DAA had emailed Rules of Thumbs article and SKYbrary replies to Alex & Richard who had offered suggested changed; DAA had passed a consolidated update to SKYbrary. Closed</p> <p>DAA explained that the Air Pilots were responsible for keeping the following articles up to date:</p> <ol style="list-style-type: none"> 1. Aerodynamic Stall Awareness and Avoidance 2. Aircraft Fire Detection Systems 3. Aircraft Fire Risk from Battery-powered Items Carried on Aircraft 4. Aquaplaning 5. Autorotation 6. Bird Strike on Final Approach: Guidance for Flight Crews 7. Cockpit Automation - Advantages and Safety Challenges 8. Crew Resource Management 9. Deep Stall 10. Ditching: Fixed Wing Aircraft 11. Ditching: Rotary Wing Aircraft 12. Drift Down Procedure 13. Emergency Turn 14. Engine Core and Fan De/Anti-icing 15. Engine Failure During Takeoff - Multi-Engine Transport Category Jet Aircraft 16. Flight Crew In-Seat Rest 17. Flight Crew Pre Flight External Check 18. Flight Deck Security 19. Flying a Manual Go-around 20. Flying a Visual Approach 21. High Altitude Flight Operations 22. Hot and High Operations 23. Hydraulic Problems: Guidance for Flight Crews 24. Hypoxia 25. Ice Contaminated Tailplane Stall 26. Ice Induced Roll Upset 27. Inadvertent VFR Flight Into IMC 28. Jet Efflux Hazard 29. Landing Gear Problems: Guidance for Flight Crews 30. Line Operations Safety Audit (LOSA) 31. Loading of Aircraft with Cargo 32. Mitigating Risk for Non Standard Flights 33. Monitored Approach 34. Precautionary Rapid Disembarkation 35. Radiation Cloud: Guidance for Flight Crews 36. Recovery from Unusual Aircraft Attitudes 37. Retreating Blade Stall 38. Rules of Thumb 39. Servo Transparency 40. Stall Warning Systems 41. Stand Entry Guidance Systems 42. System Wide Events: Guidance for Flight Crews 43. Tail Strike 44. Unreliable Airspeed Indications 45. Use of Radio Altimeter 46. Vortex Ring 47. Wake Turbulence Hazard - A Pilot Check List 48. Wake Vortex Generation by Helicopters 49. Wing Tip Clearance Hazard <p>All TC members to:</p> <ul style="list-style-type: none"> Review the list and select (at least) ONE article in which they are interested for review Reporting the outcome of their review to DAA <p>DAA to ensure all articles are reviewed at an appropriate frequency</p>
<p>2.1.3 EASA NPA on UAVs</p>	<p>DAA had received comments from Chris Norton and had submitted an Air Pilots response. Closed</p>
<p>2.1.4 Laser Pointers</p>	<p>DAA had received comments from TC members and had submitted an Air Pilots response. Closed</p>
<p>2.1.5 UK Aviation Strategy</p>	<p>DAA had received comments from TC members and had submitted an Air Pilots response. Closed</p>
<p>2.1.6 Cabin Fumes</p>	<p>Air Pilots need a position beyond our current 'science shows organo-phosphates cannot enter cabin air' that accepts the possibility there may be issues not yet within scientific or medical knowledge.</p> <p>Chair & DAA to work up words for Committee and then Court consideration - Ongoing</p> <p>DAA to see if Australian developments - cabin air court cases - are relevant</p>

3. TOPICS FOR DISCUSSION (NOT COVERED BELOW)	
3.1 Use of Accident data in Court	The MOU for England appeared to offer what was needed. The MOU does not apply in Scotland and Northern Island, though it seemed there seemed now a general recognition of the impact of anyone stepping outside the ICAO guidelines - Watching brief only on Scotland and Northern Island arrisings.
3.2 Consultations	DAA had provided details to members to provide DAA with comments before the deadline. Two main types - introducing totally new GNSS approaches (perhaps to meet future training requirements) and 'doubling up' existing approaches with overlaid GNSS guidance. Airspace sharing seems much easier in Europe vice UK where segregation seems the instinctive default. See also an interesting FASVIG report: http://docs.fasvig.info/Programme/Modernising-Airspace-V6-0.pdf DAA observed future airspace access may be driven increasingly by commercial drone operators who could be less tolerant of exclusion than non-commercial manned aviation has been in the past.
3.2.1 Exeter	Report at https://www.exeter-airport.co.uk/content/uploads/ACP-Consultation-Report-Issue-1.pdf
3.2.2 Liverpool	Asked for feedback from those who may have used their RNAV approaches - closed 3 Jan.
3.2.3 Southend	Consultation report https://southendairport.com/corporate-and-community/proposed-arrival-routes
3.2.4 Heathrow	Consultation starts 17 Jan - see https://www.youtube.com/watch?v=TboP3BBiQRY&feature=youtu.be [PMN: Consultation now open, further details at: https://www.heathrowconsultation.com]
3.2.5 RAF Brize Norton	Consultation at https://www.raf.mod.uk/rafbrozenorton/flyinginfo/bznacp.cfm closes 22 Mar 18; in conjunction with Oxford, this could be a concern to GA.
3.2.6 Oxford	Consultation http://www.oxfordairport.co.uk/business-aviation-3-4-5/public-consultation/ close 22 Mar 18
3.2.7 Stansted	AGENDA ERROR!
3.2.8 Glasgow	Airspace www.glasgowairport.com/airspace and Noise www.glasgowairport.com/community/noise consultations open until 13 Apr 18 .
3.2.9 Stapleford	Consultation at http://bit.ly/2ywaSLj closes on 26 Mar 18
3.2.10 Pendark	Consultation at https://www.airpilots.org/file/2692/3.2.10-predannack-.pdf closes on 26 Mar 18
3.2.11 Carlisle	Consultation closes on 29 Mar 18 . See: http://www.carlisleairport.co.uk/images/pdf/71046%20009%20Carlisle%20Airport%20Development%20of%20RNAV%20Procedures%20Consultation%20Document%20Issue%201.pdf
3.3 GNSS Spoofing (Previous AOB)	<p>From last meeting: Same signal tells flight deck and ATM where the aircraft is (ADS(B) uses GNSS) but aircraft with high performance inertial systems could detect and warn of GNSS spoofing.</p> <p>Aviation Week carried articles on cyber security and broader ADS(B) dependency in same issue.</p> <p>ICAO doc 9613 equipment requirement about 10 years old - can't consider today's cyber-threats.</p> <p>GPS jammers are illegal but easy to obtain and quite widely used by civilians.</p> <p>Nante airport was closed by a car parked with its GPS jammer still on.</p> <p>https://www.connexionfrance.com/French-news/Forgotten-GPS-jammer-costs-motorist-2-000</p> <p>FMS DME/DME fixing may circumvent GPS signal loss/jamming and be ok en-route but not on an approach to a remote field? No problems on a Cat III ILS?</p> <p>To establish a 'reasonable' view, TC needs a broad-minded approach to protection while also supporting GNSS applications.</p> <p><u>A brief history/search on this topic shows:</u></p> <ul style="list-style-type: none"> • TC predecessor TASC formed a sub-group in Dec 2007 and eventually submitted a letter of concern to Andrew Haines, CAA CEO; his reply claimed any GNSS outage could be overcome by the use of conventional aids which we rebutted since that was only true if ATC failed to take any advantage of unique GNSS capabilities in the first place. • A meeting was held with the relevant CAA expert, Geoff Burtenshaw, on 13 September 2011, but to little effect. • CAA/NATS prepared a joint paper on the topic for the ICAO 12th Conference in 2012; Air Pilots felt that since it listed so many possible threats to GNSS but did not prioritise them for action, no useful conclusion could or would be drawn. Subsequent lack of progress bears this out. <p>TC should first consider published views of what will happen if GPS goes off-line (other sectors - power generation, banking - potentially at higher risk than aviation) and then consider next steps.</p> <p><u>David Cockburn to provide DAA with links to 'learned' articles on GPS outages.</u></p>
3.4 Laser Attacks	UK Laser Working Group - Legislation now re-presented to parliament - "The Laser Misuse (Vehicles) Bill." If current and proposed legislation is enacted in this parliament, the UK Laser Working Group will have achieved all it set out to do. - Watching brief only

4. WORKING GROUPS (NOT COVERED ABOVE)	
4.1 WG – True North (TN) Heading Ref	<p>Led by Miles - Do we need new leader following Miles' move north? DAA had provided email trail following Master's tour of Canada to WG Closed</p> <p><i>Master's Pre-meeting Comments:</i> With the possible exception of Hong Kong, everywhere I went on tour the local CAA and ATC equivalent organisations were enthusiastic. New Zealand especially so, but that's to be expected. In New Zealand the acting CEO also saw the considerable cost benefits. Leo Davies, Chief of the RAAF, was also very much in favour.</p> <p>If resistance occurs in the GA community, it might be useful to see if there is any read-across from the yachting community - see http://www.ybw.com/news-from-yachting-boating-world/royal-institute-of-navigations-electronic-navigation-conference-to-take-place-in-london-in-april-65023</p> <p>A meeting of interested (UK & non-UK) parties is planned 1030-1300 Friday 19 January at The Royal Institute of Navigation, 1 Kensington Gore, London, SW7 2AT. Alex Fisher, David Cockburn (both Royal Institute of Navigation members) attending for Air Pi9lots (DAA unable due other commitment).</p> <p>Meeting Objectives:</p> <ol style="list-style-type: none"> 1. Understand and share the perspectives of stakeholders. 2. Consider actions to raise awareness, socialise the issues, engage with stakeholders including ICAO. <p>Agenda:</p> <ol style="list-style-type: none"> 1. Introductions, apologies, welcome 2. Round table: stakeholder views and inputs on the degree of support and/or concerns 3. Develop a communications and engagement for different stakeholder groups: <ul style="list-style-type: none"> - air traffic services providers - pilots - airlines - airports - ICAO - others... 4. AOB 5. Decision on future meeting(s) <p>This shows the power of partnering - we are extremely grateful to IAIN and RIN for their assistance.</p>
4.2 WG- Human Factors – Fatigue & FRMS	<p>Led by Nick Clutton</p> <p>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 – Ongoing</u></p> <p>ASG have recognised an 'Academic' approach would remain open to regulator & airline challenge. On EASA FTL, airlines place responsibility on flight crews – if you are fatigued you must have reported 'un-rested' – CAA and other regulators seem to accept this approach too.</p> <p>Nick expects to join CHIRP cabin crew board and will work with CHIRP to gather evidence.</p> <p>NB: BA crews must use ASR, rather than Fatigue reports – another disincentive?</p> <p>Note from Dr Ian Perry that European medical experts were NOT approached prior to release of EASA FTL.</p> <p>Some anecdotal evidence that not all EASA states actually apply EASA FTL anyway (with or without FRMS)</p> <p>Single pilot FTL appear generally more restrictive (safer) but only count 25% of standby time as duty time.</p> <p>Discussion of FTL as applied to two-pilots flying single pilot ops – efficacy, implications of 'non-qualified' pilot's assistant operating controls (but the more engaged the better?), CRM, etc. This, and single pilot CAT at age 60 were also topics in the rotary world:</p> <p><u>Two-Crew Operations and an ATPL(H) Requirement</u> - EASA intend to change the requirement and to include MCC; this had been promised by the CAA for the last year. However, EASA are working on the basic rule change and not AltMOC</p> <p><u>Single Pilot CAT at Age 60</u> - The CAA are doing a trial with NPAS and plan to use data from the North Sea. EASA has tendered for a trial/study but rule making will not be in place until 2020. Mental ability will not be part of any test but will be taken care by the usual OPC process.</p>
4.3. WG - Pilot Fatigue & Nutrition	<p>Led by DAA</p> <p>DAA had planned to meet Roderick MacDonald but diaries proved incompatible; will maintain a watching brief pending opportunity to meet. - Ironical that science is applied to what crews put in their mouths to minimise fatigue but not to base-line FTL rules! DAA will report future developments.</p>
4.4. WG - Addressing 'skill fade' – a Low Cost Aid	<p>Led by Alex Fisher</p> <p><u>Chair to approach Nick Dahlstrom</u> (Human Factors (HF) specialist – Emirates Head of HF) on possible support/sponsorship. Ongoing - (awaiting Emirates availability)</p>

	<p>TC noted Master's Pre-meeting comments: <i>"If this is a continuance of the idea of a gentle fight sim experience prior to every flight for commercial airline crews, I remain sceptical. This would never get past the trade unions, nor would the operators be willing to pay for extra duty time for their crews."</i></p> <p>AAIB report an a/c reached 93 degrees of bank on Go-Round - reinforces need to sustain pilot skill.</p> <p>BALPA is showing interest and may progress our concept with RAeS FOG - Alex has accepted an invitation to present to the March FOG.</p> <p>Steven Smart, with connections in Far East has offered assistance has shown an interest.</p> <p>Additional discussion: Evidence Based Training (Accident Based Training??) must be an opportunity to <i>learn</i> and not to <i>assess</i> so pilots can 'try things out' to gain the experience /exposed needed.</p> <p>Envisaged 'aid' is NOT for <i>training</i> - we want to avoid that term entirely. Skill failure occurrences continue to be of major concern. The WG believes a sensible and effective solution might convince the airlines and overcome the current barriers to widespread adoption.</p>
4.5 WG - UK Flight Instructors	<p>Led by Syd Utting</p> <p><u>Instructors' WG to identify and specify what would be needed to close any gaps.</u> Ongoing</p> <p>The Gap analysis work in progress. Some gaps already noted might be plugged by closer association between Instructor WG and ACEC - still discussing if this means the WG meets in the morning and then representative(s) attend the ACEC in the afternoon or another method.</p> <p>Funding has been found for a FIC (Flying Instructor Course) Instructor upgrade bursary/scholarship to be realised. The application form is under construction and the selection mechanism (probably interview), content of the training course and application pre-requisites are to be finalised. These are likely to follow the guidelines stated in UK CAA Standards Document 10 with additional items added to ensure the quality and depth of training.</p> <p>David Cockburn, through the WG, has drafted a proposed DTO (Declared Training Organisation) training programme for validation by the UK CAA. This will be presented to the UK CAA (Tony Rapson & Jim Farren) within the next few weeks. This is a programme for use by UK Registered Training Facilities (RTFs) as they transition in the very near future to DTOs as required by EASA regulation. The training programme closely matches the Air Pilots Instructor Guide for teaching the EASA PPL and is complementary to it. Once validated by the UK CAA, RTFs can then adopt this programme rather than have to go through the time consuming and potentially costly process of constructing their own version.</p>
4.6 Unmanned Air Vehicles	<p>Chris Norton continues a watching brief.</p> <p>Report on Commercial UAV Show by DAA in meeting papers.</p> <p>DAA attended Drone Safety Awareness Course run by Dorset Police:</p> <ul style="list-style-type: none"> ▪ Useful review of regulations - ANO - (Requires clearances from people/vehicles not under the operators control of: 30m during t/o & landing, 50m while flying, 150m from crowds. Not in control zones without ATC clearance, not beyond 500m or above 400 ft (above take off point)). ▪ New UK legislation expected in spring - takes <250 gm out of scope, mandatory registration and operator training (on-line for hobbyists), plus CAA current certification process (Risk assessments, SMS & Ops Manual approval) SMS for commercial operators. ▪ Police expect to take an 'education better than criminalisation' approach for first offence - warning and mandatory 'drone awareness course' - but a repeat offence will go to court.
5. Notices/Updates from other Committees, Events, etc.	
5.1 UK FSC	<p>Chairman</p> <p><u>DAA to email UK FSC redacted minutes direct to members, together with the confidentiality requirement not to disseminate further</u> Ongoing Action</p>
5.1a APPG-GA	<p>DAA/Marion</p> <p>December reception: Over 190 MPs have now joined the group. Marion was asked to join the Airfields Working Panel (WP). DAA offered to assist the Airspace Panel.</p> <p>The group has its own useful website: http://www.generalaviationappg.uk/.</p> <p><u>Notes from 1st APPG-GA WP on Airfields 9th January 2018, Portcullis House</u></p> <p>A very brief briefing</p> <p><u>Present:</u> Grant Shapps MP, Luke Pollard MP, Byron Davies (ex-MP; Gov't GA Champion), Ann Bartaby (Airfield Owners), John Gilder (GAAC; Elected Chair during the meeting), Steve Slater (LAA), John Steel (Air League; QC), Pauline Vahey (GAIN), John Walker (AOPA), Marion Wooldridge (Air Pilots and BWPA), Louise (Flyer/Sky Demon)</p> <p><u>Secretariat:</u> Matthew Bolshaw, Ellis Turrell</p> <p>Initial meeting to agree aims, ToR, election of Chair, logistics etc. Started with brief introduction by each member.</p> <p><u>Agreed the following:</u></p> <ul style="list-style-type: none"> ▪ High Level aims; Protection of Airfields via informing and influencing National Policy (NPPF), and via informing local plans and planners; to work much as a Select Group does.

	<ul style="list-style-type: none"> ▪ ToR outline; interacting with LAs, inputting into planning enquiries etc; suggesting/advising on changes to NPPF; submissions to Local Plans; inquiries (e.g the longer term effects of losing our GA airfield network); fact finding visits (support already agreed by e.g Airbus, Boeing). ▪ Logistics; regular meetings London, and e-mail work between.
<p>5.2 GAP</p>	<p>David Cockburn written report on the November meeting as follows:</p> <p><u>Previous minutes</u></p> <p>BMAA is concerned about a lack of monitoring (currency/quality) for pilots of deregulated aircraft</p> <p><u>Strategic Forum Update</u></p> <p>The Forum requested that DfT produce a study on taxation efficiency for flying training – the Minister is “not convinced”. However, the Parliamentary Group will discuss taxation.</p> <p>I seem to be backing up CAA at EASA meeting (!)</p> <p>A bid to allow European crossborder flights in Annex 2 aircraft is being progressed – 11 States have implemented procedures.</p> <p>AOPA is working with the Home office to improve the GAR process. This is slow but the Home Office are convinced that it should be free, and on the Home office website</p> <p>The Forum is concerned seriously about lack of progress on Airspace. The “coherent policy” seems to be lacking.</p> <p><u>UK Airprox Board</u> 58 risk bearing Airproxes involved one pilot flying deliberately too close to others</p> <p>A slide suggested that airspace design is 95% effective in avoiding airproxes.</p> <p>103 drone Airproxes have been reported so far 2017 – 48/63 between CAT/drone were risk bearing</p> <p><u>DfT update</u></p> <p>Drones over 249 gm will need registration and a mandatory Operators’ Competency Test. CAA foresees challenges on achieving it.</p> <p>The Minister can call in decisions on airspace changes with National importance to reduce delays and override objections.</p> <p>The CAA will be able to approve airspace changes “subject to CAA amendment” from January. While not giving DAP all the powers they feel they need, it goes some way towards simplifying their job.</p> <p><u>Licensing Issues</u></p> <p>CAP 1581, the pilot training review has been issued, recommending industry/CAA working to improve matters. I suggest Instructor WG members study it ASAP.</p> <p>The requirement to have a DTO has been delayed by 1 year to April 2019. The CAA will publish guidance early in 2018.</p> <p>Mandatory National Licences conversion to EASA for all Annex 1 aircraft has been delayed to 2020.</p> <p>Mandatory Upset Recovery Training in commercial training has been delayed to April 2019</p> <p>From 25 Aug 2018 pilots require PBN qualification to fly in nominated PBN airspace (most UK CAS).</p> <p>IN 2017/026 and IN 2017/034 have been issued to provide CAA requirements. For most IR holders, the Pilot self-declares knowledge, and is then tested (orally and practically) by an examiner (presumably best at revalidation/renewal)</p> <p>The IMC & IR[R] will still be issuable till April 2019. The CAA is in discussion with DfT to ensure continuity of qualification.</p> <p><u>Medical Declarations</u></p> <p>The CAA is working on trying to extend their Exemption to allow use of a Medical Declaration on EASA aircraft beyond April 2018, but there are extensive legal difficulties.</p> <p>Self-declaration currently will become valid only for Annex 2 after April 2018. The CAA is considering Article 14 flexible implementation, trying for exemption as an ‘operational need’ using a 2 year trial. Other States may cause problems.</p> <p><u>GA Ops</u></p> <p>Infringements – 15% of Solent infringements had an instructor on board. NATS seem to be classifying GA infringements as their major risk.</p> <p>Air Displays –Fees & Charges consultation proposed that charities have different charging procedures - some objections from industry.</p> <p><u>Airworthiness</u></p> <p>The CAA’s published LAMP has been assessed by EASA audit as not an approved programme. To comply, it must be modified for specifics in each aircraft.</p> <p>CAP 1454 is a template for Self Declared Maintenance Programme (SDMP) for private ELA1 aircraft (fixed wing below 1200 kg). PART-M Light should allow newly registered commercially operated ELA1 and other <2730kg aircraft to use a SDMP. Others can use LAMP till 1 year after PART ML (spring 2019) then they must use a CAMO approved AMP.</p> <p><u>Radio spectrum</u></p> <p>From 1 Jan 2018, 8.33 kHz spacing is mandatory for airborne use. Most ground stations will be 8.33 by Jan 2019; CAA is exempting several ground stations till then, and also some sporting exemptions. Till 2019, when a ground station is still notified as having 25 kHz spacing, aircraft with 25 kHz radios can still communicate with it. Frequency Cards will be the main source of information.</p>

	<p>Only a/c radios showing 8.33 numbers can be used to communicate with 8.33 ground stations. New claiming tranche <u>ended 31Dec</u>, submit by 28 Feb 28 2018. The CAA has lots of money left. Several handheld radios can be used in Class D airspace under approval LA301075</p> <p>Airspace</p> <p>Jon Round (DDAP) gave his views on current concerns - appeared as one who may accept responsibility for difficult decisions.</p> <p>Recent PIR results frustrated the CAA as well as the GA community.</p> <p>Electronic conspicuity will allow integration not separation.</p> <p>PBN requirements will probably be delayed</p> <p>Airspace Change Proposals will be needed to implement FMS waypoints to simulate VOR tracking when the VORs are withdrawn.</p> <p>CAP 1122 (non-instrument runways) is likely to be discarded and individual cases considered under ACPs using an Annex to the Airspace Change process.</p> <p>FASVIG</p> <p>A paper on Airspace Modernisation was published that day (See 3.2 above)</p> <p>FASVIG are working on an ADS-B trial using equipment supplied by uAvionics with 3 ground stations.</p> <p>Electronic Surveillance The CAA profess to be working on providing weather data etc on 978 MHz</p> <p>GA Change Programme The PPL online exam system is now at the Business Case stage.</p> <p>SSAC (paying passengers in private flights) to include helicopters if Bell Huey test case is satisfactory. The Telford show cancelled, but GA Unit will attend industry events if enough notice and manpower.</p>		
5.3 GAAC	Marion - Nil further		
5.4 Met Users Forum	Peter Cox Notes of November meeting (26 pages) added to website page with papers for <i>this</i> meeting.		
5.5 NATMAC	Chairman - DAA dialled in to 4 Oct meeting - nothing significant to report		
5.6 DfT/EASA Briefings	DAA - Neither DAA nor Chair attended last meeting – meeting prior Christmas cancelled. Signs in press that EU may use continued EASA membership as leverage in Brexit negotiations to exclude UK airlines etc. from flying in EU.		
5.7 Forthcoming Conferences	<table><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></table>	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			
6.1 Air Pilot visit to Oxford Flying Academy	IPM has asked for TC expert support to gain the most from this visit. Nick Clutton and David Cockburn interested in doing so if the date suitable - Syd Utting will provide Instructor WG liaison. DAA to advise IPM [PMN: Completed - closed]		
6.2 Alternative Meeting Rooms	Phil Smith offered to see if a 'free loan' of alternative location in Blackfriars with more space and better IT that available at Dunmore Hill would be possible.		
7. Items not covered (insufficient time):			
7.1 Monitored Approach	<p>Request from Steve Last (received 12 Jan): "I have been asked to supply information on which operators ever use "Monitored Approach" procedures. The request comes from a leading member of the Flight Safety Foundation advisory committee, meeting in the middle of next week, for a discussion of its potential addressing in the inadequacies of 'monitoring' in the no-role-change 'normal' approach. As you'll know, despite the fact that there have been very few fatal jet accidents in the last year, there have been a number of very close calls and non-fatal accidents in which monitoring failures continue to play a significant part.</p> <p>While I am aware of quite a few operators that do use this procedure, I would like any information you can give me to update my current list. I'm not looking for an authoritative statement about any particular airline's policies - just an indication from your general awareness of what you believe to be the case, so it is not limited to those airlines you've actually worked for.</p> <p>The basic question is simply to get an idea of what operators are understood to ever use a form of crew procedure whereby the pilot completing the landing acts as pilot monitoring rather than pilot flying prior to reaching a decision to land. The precise circumstances / limitations etc are immaterial, it is simply whether the operator is believed to be accept the principle for some operations. Just the operator name will be sufficient, as I will obtain confirmation if possible before any further use is made." TC members to provide DAA with any relevant information for Steve as soon as possible</p> <p>Comments to date:</p> <p>One (Scottish-based) airline uses Monitored Approach - for certain weather conditions.</p>		

7.2 121.5 – A Nice Place To Chat	<p><u>Master-Elect requested that TC review the BALPA Article repeated below:</u></p> <p>“There are many things out there that seem designed to make a pilot's life harder than it needs to be, but at least we have a dedicated emergency frequency that we can rely upon to get assistance when things go pear shaped, don't we? And everyone understands how important this frequency is, don't they? So it is baffling to us in the BALPA Flight Safety Department that those who should know better seem to think that the current situation is acceptable. We're used to hearing birds tweeting in spring, and Donald Trump tweeting at all times, but is it really acceptable that at the first sign of the sun coming out we are deafened by a chorus of 'practice pans' that renders this vital asset completely unusable?</p> <p>In some parts of the world it is mandatory to monitor 121.5 but that becomes a flight safety hazard when the transmissions on this frequency block out ATC instructions so the majority of us will turn down, or even turn off, 121.5 – the problem comes when we forget to turn it back on. Governments have the ability to fine pilots who they deem to be responsible for a COMLOSS event and we have heard that these have started to be imposed on pilots in Europe. We don't know the exact circumstances of those flights yet but it could happen to you. One mitigation, of course, is to listen out on 121.5 at all times, although, as we have said, this is simply not possible on occasion. So if you are unable to monitor 121.5 due to the insistence of the authorities that it should be available to all and sundry for practice pans and general chat, then perhaps you might like to consider telling ATC that you are unable to monitor it and request another, quieter, frequency. If they refuse then it might be worth getting something on their tapes about how you can no longer take responsibility for any COMLOSS event. You may also feel that an ASR, or equivalent, is appropriate; you have, after all, had to turn off something that is designed to help keep travellers safe.</p> <p>Why there seems to be a reluctance to increase the use of other technologies to regain contact is beyond us. Threatening pilots is obviously deemed to be a far better safety solution than the increased use of ACARS, SELCAL, SATCOM or any other technological solution; this is not acceptable to us and we have made our opinions quite clear in the corridors of power. We don't want to increase the workload of our ATS colleagues but 121.5 is often now just a training and/or chat frequency that is reducing flight safety margins and the more people that we can help recognise this the better.”</p> <p><u>TC members to consider and advise DAA soonest</u></p> <p>Comments to date:</p> <p><i>More than 20 years ago CAA set up a monitoring trial which concluded the problem had been exaggerated and pilots were the worst offenders. (This was challenged since a station at ground level would receive only 1-2% of the transmissions received by an aircraft above 10,000'.) Iran Air 255 shoot down, seems to have been the only accident that might have been avoided by 121.5 monitoring. Could UKAB provide details of incidents where an airprox resulted from loss of comms? BALPA says "We don't want to increase the workload of our ATS colleagues," so if failure to monitor 121.5 is a problem then a solution - either clearing 121.5 or some other means - can only reduce ATS workload.</i></p>
Next meeting(s)	
Next meeting	1330, 24th May agreed at the meeting but this will conflict with Livery Dinner timing for some - & is sooner than Mike Cleaver's trip to UK. <u>DAA to establish an alternative if possible and advise.</u>

Meeting Closed at: 1630