



# TECHNICAL COMMITTEE NOTES

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

## 24<sup>th</sup> May 2018

Attendees/ Apologies			
	Name	Company	Role
	Dai	Whittingham (CP)	Chair
	Marion	Wooldridge (CP)	Vice-Chair
	Richard	Hall (CP)	Vice-Chair
	Colin	Cox (CP)	Master
	Malcolm	White (CP)	Master Elect
	John	Turner (CP)	DAA
	Michael	Cleaver (CP)	Australia
	Nicholas	Clutton	
	David	Cockburn	
	Geoff	Connolly	
	Peter	Cox	
	John A	Denyer (CP)	
	Alex B	Fisher	
	Nick	Goodwyn	
	Brent	Hawkins (CP)	Hong Kong
	Kent	Johnson (CP)	North America
	Richard	Lotinga	
	Chris	Norton	
	Phil	Smith	
	Miles	Stapleton (CP)	
	Syd	Utting	
	Rob	Seaman	
	Simon	Gaskin	Sec Gen IAIN
	Tom	Harrison	GATCO
			Present (from 1400)
			Present
			Apologies
			Apologies
			Apologies
			Present
			Present
			Present - Zoom meeting
			Present
			Apologies
			Present
			Apologies
			Present - Zoom meeting
			Apologies
			Apologies
			Apologies
			Present
			Present
			Apologies

## 1. CHAIRMAN'S INTRODUCTORY REMARKS

- DAA opened the meeting and welcomed all. The outcome of the election for a new Chair would be better left until the present incumbent was present
- Two attendees were using Zoom which appeared a viable option, but those linking in found it difficult to hear members in the room.
  - *DAA to investigate options for a laptop conference mic connection*

## 2. NOTES OF PREVIOUS MEETING & Matters Arising (NOT COVERED BELOW)

### 2.1 PERSONAL CONTACTS

- DAA had circulated the matrix by email - suggested this might be continued as part of regular meeting papers and would include external attendees.
  - *DAA will circulate the matrix by email before each meeting. (On-going action)*

### 2.2 SKYBRARY

- All reminded to review articles in which they had an interest and to feed-back comments to DAA

### 2.3 Cabin fumes

- The committee accepted the paper drafted by DAA & Chair.
  - *DAA to seek its endorsement by the Court as a formal Company position*

#### 2.4 Consultations: Oxford,\* Brize Norton,\* NATS LAMP2\*

- Responses noted and full supported.
- FASVIG has been funded for a further year and involved in work of APPG-GA (Airspace).
- Light-weight conspicuity devices would help achieve a 'known environment' for future airspace sharing.

#### 2.5 Visit to Oxford Air Pilot Academy

- DAA had advised IPM of those wishing to attend but subsequently had not heard anything from the Academy so it appeared the opportunity (for both organisations) was no longer available.

#### 2.6 Monitored approach (7.1)

- Noted the request and limited response received by DAA, observing that it would be better practice to either use the "Monitored Approach" technique at all times rather than as a weather dependent SOP

#### 2.7 121.5 - A nice place to chat (7.2)

- Discussion prompted a number of potentially conflicting views. Until a practice frequency is available, there was still a place for Practice PANs (D&D ask for them for their own practice) but CAT monitoring of 121.5 was much more important post 9/11. Equally, pilots could practice as effectively in the simulator as in the air.
- ICAO require monitoring of 121.5
- Committee suggested:
  - *DAA to ask Mil D&D if alternative frequency could be used for airborne (and their own) training.*

### 3. TOPICS FOR DISCUSSION (NOT COVERED BELOW)

#### 3.1 Laser Attacks - UK Laser Working Group

- The Laser Miss-use (Vehicles) Act would come into effect on 10 July. This represented a tremendous success that resulted from much work by many people over an extended period through the UK Laser Working Group (UYLWG). Committee noted their current Chair had been instrumental in leading that group and cajoling government departments to achieve this success, congratulated him and thanked him for his efforts.
- UKLWG would now turn to completing its task by seeking the legislation necessary to control import and sale of high power (>1mW) lasers in UK.

#### 3.2 GNSS Spoofing

- RIN hold an annual conference and have been warning government repeatedly of the implications of GNSS vulnerability, noting that it is an essential component of aviation, timing, banking, mobile phone networks, etc. A Cabinet Space Security Paper was produced in 2015 - will be part of papers for next meeting.
- There have been several instances of GNSS outage at airports - e.g. Gatwick and Dallas - caused by trucks carrying GNSS jammers.
- NATS believe that DME provides sufficient backup but that does not seem realistic for lower level operation - e.g. in TMA. They seem to think that any outage will be sufficiently short-term
- Air Pilots probably need a **position paper** on this, plus need to publicise their **support for RIN** in their advocating a non-Space-based back-up. This would include a link to RIN from our website.
  - The Lighthouse Authority is still pursuing eLoran as an alternative backup to GNSS.
  - *Chair will ask EASA whether they have GNSS vulnerability on their Risk Register.*

#### 3.3 APPG-GA Airfields\*

- Meeting papers had covered APPG-GA (airfields) activities. York Aviation were involved in the 'Sustainable Network or GA Airfields work; this begged the question not only of which to keep and which not but also the question of what would happen to those that were not kept!
- Discussion included DAA's response on behalf of Air Pilots response seeking tighter protection of GA airfields in the National Planning Policy and the plan for Manston to be restored as a GA airfield. Also noted was Biggin Hill's attempt to push GA out and the plans to turn Fairoaks into a 'Garden Village' despite significant local objection.

### 3.4 APPG-GA Heritage\*

- Meeting papers covered this work. DAA explained that a number of Parliamentary questions were being raised - the target was 100/month for all parts of the APPG-GA - so that government departments and their civil servants realise how important these issues are and start to take action.

### 3.5 Civil Aviation (Investigation of air Accidents & Incidents) Regulations 2018\*

- Meeting papers showed that legislation matched our expectations.

## 4. WORKING GROUPS

### 4.1 True North Heading Reference

- Indications of significant progress. IAIN had been helping us through leading an international group.
- IAIN sees itself (and is seen) as an 'honest broker' in this; it is unlikely to be biased in either direction. Recently, Transport Canada showed it was possible to operate on TRUE simply by setting an aircraft's Mag VAR database to Zero. Their test flight had been supported by *inter alia* Jeppesen. The full report is awaited.
- Airbus and Boeing are already showing interest and some support.
- We need to continue to press ICAO & CAMSO and advocate IAIN as the lead.
- There have been indications that the Met community is about to push for all met reports to be based in Magnetic!!! Work is ongoing to prevent this.

### 4.2 Human Factors – Fatigue

- This continues to be the elephant in the room of CAT. Meeting papers include one on sleep & fatigue - plus a supplementary paper from Andrew Brown.
- Committee wondered how many current ATPL holders are operating part time in UK. However, this data would never be conclusive as people go part time for many reasons other than fatigue (even if fatigue is the precursor to such a decision).
- The high instance of pilots opting to revert to 'half a roster line' must have a negative effect on airline training and simulator costs, but this never seems to be raised as an issue; there is efficiency/flexibility benefit in having additional crews.
  - Some pilots opting for reduced rostering find they are simply worked harder in the shorter time; a pilot who had moved from a 100% roster to a 75% roster found that he was still flying 100% of the annual hours limit!
  - Others find the company declares them as sick if they try to report fatigued.
- EASA now seem to be undertaking a study in sleep science - better late than never!

### 4.3 Pilot Fatigue & Nutrition - *nothing further to report*

### 4.4 Addressing 'skill fade' - a low-cost Training Aid

- The concept had been presented to RAeS FOG where it was not rejected, indeed it received general support but there was no clarity on a way forward nor was tangible support offered.

### 4.5 UK Flight Instructors

- The next Senior Instructors' Forum will be in 2020.
- Otherwise, nothing further specific to report.

### 4.6 Unmanned Air Vehicles

- Report on Commercial UAV Show by DAA was included in meeting papers.
- Regulation changes will come into effect later in 2018.
- DAA has a meeting with CAA to discuss drone regulation on 7<sup>th</sup> June. (There is a new Head of UAV policy at CAA - Andy Hamilton, an ex-policeman who set up the Dorset and Somerset Constabulary UAV operations.)
- Chris Norton will attend the Westminster Conference on Drone Regulation Policy on 11<sup>th</sup> September.
- Recent tests suggested that CAT was not as vulnerable to drone strike as previously.
- CAA seemed to dismiss reports of drone-misses at higher altitudes - but it was difficult to understand why pilots would deliberately make these up.

- A new issue of CAP 722 is expected later this year - meanwhile Chris Norton continues a watching brief.

## 5. NOTICES/UPDATES FROM OTHER COMMITTEES, EVENTS, ETC.

### 5.1 UK FSC

- EASA had issued SIB 2018-08 on phraseology for fuel-related RTF traffic. There is a separate EASA WG looking at a new fuel management policy which will outline 3 schemes that should provide the same levels of safety. <https://ad.easa.europa.eu/sib-docs/page-1>
- Ground Handling - which creates the greatest number of safety incidents, is the one area of CAT that is not regulated!
- CAA FOI numbers have been restored - though with inexperienced people
  - *DAA to email UK FSC redacted minutes direct to members when available, together with the confidentiality requirement not to disseminate further (On-going Action)*

### 5.2 GAP

- As reported in meeting paper by David Cockburn

### 5.4 Met Office Users Forum

- Nil report this meeting

### 5.5 NATMAC

- Nil report this meeting
- DAA was not able to attend the next meeting and CAA refused to allow dial-in attendance.
- (Post-meeting note: Dai Whittingham had asked the MAC programme manager to ensure that the increased MAC risk generated by funnelling of VFR traffic as a result of proposed new CAS is formally considered by the CAA when ACPs are staffed.)

### 5.6 DfT/EASA Briefings

- Nil report this meeting - next 8 June

### 5.7 Forthcoming conferences

- Westminster Conference as above.

## 6. AOB

### 6.1 MASTER TOPICS - North America

- TC felt these should include:
  - True North
  - GNSS Resilience
  - Crew Fatigue
  - Skills Fade
  - Ground Handling

**FINAL NOTES:** Assistant Marion Wooldridge was elected by committee members to be the next Chair and will take over from the end of this meeting. During the voting process, many had expressed the hope that Richard Hall would stay on as Vice Chair and believed he would be well-placed to take over the position of Chair in due course. The committee thanked Dai Whittingham for his efforts and the leadership he had shown having taken on the first position of Chair of the Technical Committee and wished him well for the future. Having relinquished the Chair, he will continue as a member of the TC.

**NEXT MEETING DATE:** tba (September)

Future meetings: tba

Future Cameos: tbc - BAE Systems Laser strike protection?

DAA June 18