



TECHNICAL COMMITTEE NOTES

1300-1630 on 21st May 2019 at AIR PILOTS HOUSE
52A Borough High Street, London, SE1 1XN

Attendees/ Apologies

Marion	Wooldridge (CP)*	Chair	Present
Richard	Hall (CP)*	Vice-Chair	Apologies
Malcolm	White (CP)	Master	Apologies
John	Towell*	Master Elect	Apologies
John	Turner (CP)*	DAA	Present
Michael	Cleaver (CP)*	Australia	Present via ZOOM
Nick	Clutton		Present
David	Cockburn*		Present
Geoff	Connolly*		Apologies
Peter	Cox		Apologies
John A	Denyer (CP)*		Apologies
Alex B	Fisher*		Present via ZOOM
Nick	Goodwyn*		Apologies
Brent	Hawkins (CP)	Hong Kong	Apologies
Eleanor	Ivory		Apologies
Kent	Johnson (CP)*	North America	Apologies
Richard	Lotinga*		Present
Chris	Norton*		Apologies – CAA
Phil	Smith*		Present
'Ronnie'	Trasler*		Present
Syd	Utting		Apologies - flying duties
Rob	Seaman*		Present
Dai	Whittingham (CP)*		Apologies
Simon	Gaskin	Sec Gen IAIN	Apologies
Tom	Harrison*	GATCO	Apologies
Jonathan	Legat	Warden	Present for Cameo only
Angie	Rodriguez*	Administrator	Present
*= Established on SharePoint as at June 2019			

1. APOLOGIES, CHAIR'S INTRODUCTORY REMARKS & CAMEO

- 1.1 TC member Miles Stapleton's condition following a fall, the May Court agreed that as a company we would 'waive his fees'.
- 1.2 Given the extensive agenda for the last meeting, Chair, with Vice-chair and DAA planned to consider ex-committee the committee meeting structure and whether it needed another vice-chair ex-committee.
 - Meeting structure action had been completed with this meeting's Agenda.
 - The need for a second Vice-Chair was still under consideration.
 - 13:00 start time was confirmed.
- 1.3 The meeting agenda has been shortened to allow for a more in-depth discussion on the various key topics.
- 1.4 Issues continue with SharePoint with people still having trouble logging in. See item 6.1



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1.5 Cameo(s)

1.5.1 Passenger Emergency Brief. Warden Jonathan Legat highlighted the importance of paying attention to the emergency brief and demonstration given before each flight and outlined his plan to prepare a PowerPoint presentation on the topic. Discussion included the need for people to identify their best route to an emergency exit, its location and possible impediments including other passengers. The procedure for emergency over-wing exits have been updated allowing for 'heavier' people to disembark the aircraft.

1.5.2 MAG2TRU. DAA showed a MAG2TRU presentation (available on SharePoint) that looks at safety and issues for aviation changing from Magnetic to True North. Points of discussion included:

- DAA presentation should lead with PRO and CON – tell them what you are going to tell them, etc.
- Maritime moved over to True many years ago North - so airborne SAR and surface vessels can be using different references.
- Drones use GNSS & True North.
- IRS Mag Var may not be not updated in-flight.
- In response to Nav Canada presentations in Montreal, ICAO have a True North working group.
 - History suggests progress will be very slow.
- The real follow-up work will be in managing the transition, which might be airline driven if the economics (cost of database updates, etc.) is sufficiently compelling.
 - Something the Air Pilots could address.

2 NOTES OF PREVIOUS MEETING & Matters Arising Minutes from the last meeting had been posted on SharePoint. Since there had been no comments or alterations suggested, DAA proposed these were a true record of the previous meeting. There had been no recent activity on Ground Handling in Australia.

3 TOPICS FOR DISCUSSION

3.1 Airspace – New Working Group. The Chair had agreed to set this up but unforeseen circumstances had prevented its initiation for this meeting but will aim for the next. In the meantime, MW asked for volunteers to join the group so if interested then please contact her.

3.1.1 Working Group way forward. To be covered at the next meeting.

3.1.2 Active Consultations. DAA was working on a DfT consultation on Aviation 2050 that involved a 52-page document and required

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responses to him by 25th May and a CAA call for evidence on that was discussed during the meeting.

3.1.2.1 CAA Electronic Conspicuity Call for Evidence

The answers highlighted **in red** below were agreed:

Should the CAA act to coordinate the adoption of interoperable EC solutions in targeted blocks of airspace?

Yes / No / Don't Know

Do you agree with our strategy to coordinate the full adoption of interoperable EC solutions in targeted blocks by using location specific mandates?

Yes / **No** / Don't Know

What EC functions should the CAA focus on when coordinating adoption?

1) Transmit only, 2) transmit and receive, 3) transmit, receive and rebroadcast, or **4) a combination depending on the need.**

Other discussion included:

- Concern that if every airborne vehicle was transmitting, the system might saturate and stop providing information.
- Filtering might be a solution – proving the algorithms were very smart. A Big Data environment will need Big Data handling processes to work safely.
- Any system MUST be compatible with existing TCAS.
- Resilience v Redundancy: The more units there were in operation, the more would be carrying faults.
- It was not clear why 5,000' had been selected as a mode of operation discriminator – FL195 was more obvious but not 5,000'. As UAS start to operate in ever-increasing portions of airspace, will this pose a false alert issue? And how will a UAS operator receive information on other traffic?

3.1.2.2 DfT Aviation 2050 – the future of UK Aviation

Looking to 2050, DAA again asked for input to this consultation; he had received only 3 responses from company members plus the Chair's offer to forward the APPG response end of month. DAA was concerned that without further input the response will be predominately his views and not a consolidated Company and if Air Pilots do not present a quality response our views will carry less weight in the future.



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3.2 Drones. The DAA had discussed with CAA how they would approve drone display flying without a Display Authorisation (DA) for drone operators/pilots. CAA believed this issue was best addressed through the operator's (CAA-approved) Ops Manual rather than by a new Drone-DA process. Drones continue to become part of day to day life and the FAA have already approved a number of commercial operators to fly delivery drones.

3.2.1 Airmanship & the Drone operator. It was agreed that a consolidated skill base for drone operators that linked to manned aviation airmanship and human factors would help to ensure consistency across airspace users.

3.2.2 Working Group way forward. Over the last year or so the working group had been holding a 'listening watch' which had been appropriate at the time. However, with drone issues growing the options for a more active stance - and the involvement of 'drone-aware members - would be discussed at the next meeting.

6 AOB

6.1 Meeting paper dissemination issues. DAA described the situation as follows:

- Reverting to the old system of webpage links to items on the Airpilot server does not work with non-airpilot members (and gives all non-TC members access too).
- Trying to send everything by email is increasingly difficult as document size is often trapped by peoples' firewalls leading to partial dissemination that then becomes even more time consuming to track and correct.
- SharePoint is now adopted by the admin team and they will support TC and ACEC admin in the future
- Therefore, a renewed attempt to get everyone up to speed on Sharepoint seems sensible, even if it appears frustrating at first. (Other organisations have moved successfully to SharePoint and everyone has been able to transition with a little practice.)
- A cameo session would be planned for the next meeting to help everyone get into the system and confident in using it.

6.2 Meeting format. Many TC members said they liked the new format. Zoom audio still needs to be improved for those attending remotely.

6.3 Database. For some time, the Air Pilots had contemplated producing a searchable database of Air Pilot members' skill sets to help when responding to external queries (and in compiling consultation responses). Warden Nick Goodwyn had started scoping the work needed for this but was unable to continue due his workload at CAA. DAA had taken over the



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task; he and was working with the Clerk on potential solutions and would welcome assistance from anyone who had expertise or experience in creating a database and the time available. It was noted that Australia works with paper-based spreadsheets at present.

PMN: The plan is to start with UK members then, once up and running, expand to all members worldwide.

6.4 Meteorological Services & Value for Money. Rob Seaman highlighted inconsistencies between the quality of weather warnings across the world. Met Warnings could be inconsistent and of poor quality. Interestingly, met services outside the UK are often cheaper but of equally, if not more, useful to flight crews.

6.5 GNSS. Richard Lotinger had placed some papers on GNSS, including an article for Air Pilot, on Sharepoint but had not received any comments; he wanted to ensure that people had seen them. DAA would forward the article to Air Pilot. Richard would provide a short presentation at the next meeting in September.

7 NEXT MEETING:

1300 on 24th September 2019 at Air Pilots House & Zoom (log in details to follow)

Tymms lecture follows the meeting, starting 1800 at the RAF Club (Travel option: Jubilee Line - London Bridge to Green Park)

Future Cameos:

September: Fatigue, SharePoint, GNSS

Future meetings:

30th January 2020