October 2012
1 Election of Lord Mayor Guildhall
4 Pilot Aptitude Assessment RAF Cranwell
9 3rd Technical and Air Safety Committee Meeting Cobham House
11 6th General Purposes and Finance Committee Cobham House
23 Trophies and Awards Banquet Note date change! Guildhall
30 Environment Committee meeting Cobham House

November 2012
3 Flyer Show Sofitel, Heathrow
6 Benevolent Fund Board of Management Cobham House
10 Lord Mayor’s Show Cobham House
12 Lord Mayor’s Banquet Guildhall
13 4th Education and Training Committee Cobham House
15 7th General Purposes and Finance Committee Cobham House
15 4th Court Meeting Cutlers’ Hall
15 Scholarships Presentation Cutlers’ Hall
21 St Cecilia’s Festival St Paul’s Cathedral

December 2012
6 Pilot Aptitude Assessment RAF Cranwell
11 4th Technical and Air Safety Committee Cobham House
14 8th General Purposes and Finance Committee Cobham House
14 New Members Briefing Cobham House
14 Guild Carol Service St Michael’s Cornhill
14 Christmas Supper The Counting House
17 Guild Closes

January 2013
2 Guild opens
9 Trophies and Awards Committee Cobham House
15 5th Education and Training Committee Cobham House
16 Environment Committee Cobham House
17 9th General Purposes and Finance Committee Cobham House
17 5th Court Meeting Cutlers’ Hall
17 Court Election Dinner Cutlers’ Hall
22 Benevolent Fund Board of Management RAF Club

February 2013
7 10th General Purposes and Finance Committee Cobham House
21 Pilot Aptitude Assessment RAF Cranwell
26 5th Technical and Air Safety Committee Meeting Cobham House
28 11th General Purposes and Finance Committee Cobham House and 6th Court Meeting Cutlers’ Hall

GUILD VISITS PROGRAMME
Please see the Flyers accompanying this and previous editions of Guild News or contact Liveryman David Curgenven at guildevents@dcai.co.uk. These flyers can also be downloaded from the Guild website.

Cover Photo: An Air France Concorde, flying a charter task, curves in over the famous Checkerboard marker on final approach to RW 13 at Kai Tak Airport, Hong Kong. The history of this famous, but now closed, airport and what it was like to work there as a controller can be found on page 12 of this issue.
NEW AFFILIATED UNITS. Two new organisations have been offered and accepted Affiliated status with the Guild. The Fly Navy Heritage Trust (FNHT), based at RNAS Yeovilton, is responsible for maintaining a fleet of historic naval aircraft in flying condition and these are seen regularly at air shows throughout the country. Currently airworthy are a Swordfish and a Sea Fury, with a Sea Hawk also hopefully becoming airworthy again for next year. 750 Naval Air Squadron is based at RNAS Culdrose and is equipped with Beech King Air crew training aircraft. It is responsible for RN observer and rear-crew basic training before individuals move on to their operational roles. It is hoped to publish greater details of these units’ work in future issues of Guild News.

CAPTAIN BRYAN WYNES. The Guild notes with great sadness the news of the tragic death of Captain Bryan Wyness, Chair of the New Zealand Region. Bryan was an extremely well known individual in the industry in New Zealand, Jean-Batten Memorial Trophy winner in 2004 and Vice-Chair and then Chair of the New Zealand Region from 2006. Bryan was also a keen motorcyclist particularly fond of vintage bikes, and he was killed in an accident on his motorbike near his home.

NEIL ARMSTRONG. It is with great regret that the Guild notes the recently announced death of Astronaut Neil Armstrong, the first man to walk on the surface of the moon in 1969. Neil Armstrong was awarded the Guild Medal of Honour at the 2005 Trophies and Awards Banquet. Those present on that occasion will never forget Neil’s gripping description of landing on the moon, given impromptu after the completion of the awards ceremony, which earned a prolonged standing ovation.

HONOURS AND AWARDS. Related congratulations to Upper Freeman Wing Commander David Nott, who was awarded the OBE in the Queen’s Birthday Honours List. Unfortunately a trawl through the list by the Editor and the office staff failed to spot his inclusion.

GUILD LUNCHEON CLUB AND SIR FREDERICK TYMMS MEMORIAL LECTURE. Guild members of the Luncheon Club and their guests met again at the RAF Club on 27th September and dined on an excellent summer menu. After the lunch they were entertained to a quite fascinating talk by Mr Brian Milton on his flight from England to Australia in a micro-light aircraft in 1987. It was a real ‘Boy’s Own’ story of daring-do, including a ditching in the Persian Gulf at the height of the Iran/Iraq war, a struggle to get ashore and then fix the failed engine and continue onwards. The talk was titled ‘It’s No Surrender’ - a most apt title.

The Sir Frederick Tymms Memorial lecture, given that evening in the Royal Aeronautical Society’s Headquarters, was titled ‘The First Gulf War - The Air Campaign - A Commander’s Perspective’. Delivered by Air Chief Marshal Sir William Watten GBE CB AFC, it will be the subject of a report in December Guild News.

SAILING THROUGH RUSSIA IN THE FOOTSTEPS OF THE VIKINGS. The Learned Clerk has been asked to publicise a forthcoming lecture on the above, to be given in aid of the Royal Marines Charitable Trust. Mr Barry Woodhouse, who undertook the expedition, will speak on 24th October at 6.30pm in St Columba’s, Pont Street, SW1X 0BD. Tickets cost £20.00 and can be obtained through Brigadier Mark Noble, mark.noble@rnrmc.org.uk. Details are also on the Guild website.

‘GIVE ME THE WINGS’, A CELEBRATION OF ENGLISH AVIATION POETRY, REVIEWED BY LIVERYMAN TERRY HOLLOWAY. Very occasionally a book comes along which one simply cannot put down and it is much better if it has an aviation theme! Much delight is sometimes also gained from a book which one can dip in and out of; both for reference and for pleasure. This remarkable anthology of ‘English’ aviation poetry selected and edited by Liveman and very active pilot Martin Barraclough, more than satisfies every criteria.

English? Well that rather stretches the point as the very first piece was written around 413 BC by Euripides! Another non-English poet is the well known Canadian John Gillespie Magee, whose immortal verse - ‘Oh! I have slipped the surly bonds of earth’ - is probably the best known piece of aviation poetry. Barely does the funeral of an airmen pass by without his wonderful lines being uttered. Fans of John Gillespie Magee will be delighted to find ‘High Flight’ included in Martin Barraclough’s anthology, but almost much better still is the discovery that two of his lesser known and arguably even better pieces are included.

Another pleasant surprise is the inclusion of a piece of work by Amelia Earhart, whose very touching piece ‘Courage is the price’, poignantly provides an insight into the mind of this very talented aviatrix, who remarkably still grabs headlines today as historians continue to ponder her fate. Included amongst the many authors in this
book, of whom several have enjoyed close links with the Guild, are Naval Harrier pilot David Morgan DSC, Noel Coward, Raymond Baxter, Lord Alfred Tennyson and Ernest Hemingway, as well as Martin Barraclough himself. A real gem is the inclusion of a quite extraordinary young poet, 20 year old Susie Coreth, whose classic fourteen line sonnet, which was written for this book in the space of hours, will provide delight for many years to come.

In his beautifully presented book, which will delight Guild members, Martin Barraclough has produced rather more than an anthology of verse. He traces the long history of aviation and man’s desire to fly in a volume of 386 pages, which is beautifully illustrated, as well as skilfully guiding and educating the reader through some emotional, perceptive and sometimes very evocative verses. Unusually for an anthology, Martin has provided some exceptionally well written and very descriptive passages about the authors, the translation of some of their works and importantly has catalogued some of their flying achievements. The book contains passages which reflect sadness, pain, jubilation, unfulfilled ambition and the most remarkable joy of flight and mastery of the air, but most of all it is a source of great enjoyment, which will bring hours of pleasure to its many readers, who will be left longing for more. Many readers will find themselves - like me (!), diving into ‘Google’ to discover more about the many heroes including

OPERATION OYSTER MEMORIAL. Past Master Arthur Thorning writes: In 1942 the Philips factories in Eindhoven, Netherlands were the largest producer of radio and radar valves in Europe, and as such were of great value to the occupying Germans. Thus it was decided to attack the factory and the medium bombers of 2 Group Royal Air Force were chosen to mount a daring low level raid - at low level to keep below German radar for surprise, for bombing accuracy and to minimise civilian casualties. Fighter cover by RAF Spitfires could only be provided from the Dutch coast on the return flight. After several delays due to weather the raid, codenamed Operation Oyster, went ahead on Sunday 6 December 1942. The factories were heavily damaged and production interrupted for many months. Sadly the cost was high - 14 of the 93 aircraft were lost, 41 British and Commonwealth airmen were killed, as were 148 Dutch civilians and 7 German soldiers.

On 6 December 2011 a memorial to the victims of the raid was unveiled adjacent to one of the principal Philips buildings in the centre of Eindhoven. Valerie and I were privileged to be invited to attend, not least because I and two Dutch friends are working on a book about the raid. Leading members of the Eindhoven community addressed a large gathering and many floral tributes, both civic and personal, were placed by the memorial, which has the form of an oyster enclosing the ruins of the factories. Miles Bonfield, First Secretary at the British Embassy in the Hague, placed a poppy wreath on behalf of the United Kingdom.

Many readers will find themselves - like me (!), diving into ‘Google’ to discover more about the many heroes including

The Philips factory building in the background

MASTER MAKES HISTORY WITH VISIT TO ICAO

For the first time, the Master’s tour of North American Region was this year extended to visit the capitals of USA and Canada to increase awareness of the Guild in seats of government and centres of aviation regulatory authorities. One such visit was a historic ‘first’, with the Master meeting the President of the ICAO Council, Mr Roberto Kobeh Gonzales, in Montreal.

The International Civil Aviation Organisation has since 1948 been the global body for the safe and orderly development of civil aviation throughout the world. Under a United Nations mandate, it sets the standards and regulations necessary for aviation safety, security, efficiency and regularity, and aviation environmental protection for 191 Member States. The exclusive meeting with the ICAO President enabled the Master and the Chairman of the North American Region to enhance awareness of the Guild and explain its global reach. It has “opened the door” for the Guild for greater contact with ICAO, to enable the voice of pilots and air navigators to be better heard and understood within the organisation.

The Master presented Mr Kobeh with a GAPAN plaque. It is set to remain on display in the President’s office as a lasting reminder of the Guild and it is hoped that future visits to ICAO will become a regular feature of the Master’s tour of the North American Region.
I had always been given to believe that the Masters’ programme was somewhat quieter over the two summer holiday months - I seem to have disproved that rule! That said it has been the most rewarding period and one in which I think the name of the Guild has been further enhanced.

Late in July I was privileged to be a guest of one of the City Sheriffs at Lunch at the Old Bailey where we were joined by the many High Court Judges - lunch was a fascinating experience as was the subsequent, if more serious, visit to one of the trial courts.

During this period the aviation community, particularly GA, were preparing for the impending airspace community, particularly GA, were preparing for the impending airspace restrictions associated with the Olympic Games, but, looking back on this very successful event, I think it is fair to say that the air arrangements were also a great success. I know that there was much professional input from many Guild Members to these arrangements for which I know both the CAA and the military were most grateful.

Perhaps the high point of this summer period was my visit to the North American Region where I was delighted to be able to meet so many of our members and also to visit some important aviation organisations both in Canada and the United States. I started my visit in Vancouver where I was warmly welcomed by Past Chairman John Burley and with what seemed a very short night’s sleep we were out to Abbotsford to the opening ceremony of this major airshow. It was a splendid event and I am most grateful for the warm welcome that we were afforded by the Abbotsford team. Further visits in the Vancouver area included The British Columbia Institute of Technology (BCIT) and to the HQ of Harbour Air. BCIT is an example to us all of progressive thinking and training for aircraft engineers for the future. We in aviation are well aware of the reduction in the numbers of trained aircraft engineers and here was a facility that provided the broadest range of technical training on both types of aircraft and systems. It was a pleasure to meet the executive team of Harbour Air, the largest Floatplane Company in the World, and to be able personally to congratulate them on the recently announced award of the Cumberbatch Trophy.

A flight back across country to Ottawa did nothing for my body clock but it did give me the opportunity to have office calls with Lieutenant General Andre Deschamps the Chief of Air Staff of the Royal Canadian Air Force and Martin Eley the Director General of Civil Aviation at Transport Canada. Both were delightful hosts and it will come as no surprise that Canada are not markedly different from those that confront the international aviation arena. This was underscored when I visited the President of ICAO, Mr Roberto Kobe Gonzalez, the next day in Montreal - he is wresting with the most difficult of tasks - keeping a level stage for international aircraft operations across a massively different cultural and geographical world.

Washington DC was the final port of call on my North American trip and it proved to be an excellent and informative stop. Visits to the Director of the Smithsonian Aviation Museum, the Federal Aviation Authority (FAA) and the National Business Aviation Association (NBAA) were all extremely productive and I was not only able to give a brief on the Guild’s ethos and objectives but was able to discuss a wide range of subjects that are the aviation challenges of today.

This trip would not have been the success it was but for the people who kept me going in the right direction - and on time!! Patricia Beckman, the North American Chairman who accompanied me to and fro across the continent, John Burley and his team in Vancouver, David Jurkowski my admirable host in Ottawa, who will take over as North American Regional Chairman at the AGM in November and finally Bill Pinney and the IPM, Wally Epton, who were such a help in Washington DC. There will be separate reports on parts of this visit and I will endeavour to disseminate the different aspects to the professional committees in due course.

So ends the summer - at least in the northern hemisphere - so watch out New Zealand, Australia and Hong Kong here we come!
The following are the awards approved by the Court of the Guild for 2011 - 2012. The recipients will be formally presented with their award at the Guild’s Trophies and Awards Banquet to be held at Guildhall, London, on Tuesday 23rd October.

LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY
The Guild Award of Honour.
Awarded to an individual who has made an outstanding lifetime contribution to aviation.
Wing Commander Kenneth H Wallis MBE RAF (ret'd)

FLIGHT TEST
The Derry and Richards Memorial Medal.
Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.
Mr A Warner, Chief Test Pilot Eurocopter

TRAINING
The Sir Alan Cobham Memorial Award.
Awarded to the most meritorious student pilot graduating from a college or school of civil or military aviation and nominated by the Principal or Commanding Officer. Particular consideration will be given to the candidate’s progress during the course, including qualities of character, leadership, involvement in sport, recreation and voluntary service, in addition to flying and academic achievement.
Mr G Harrison

The CFS Guild Trophy
A periodic award to an individual, group or organisation that, in the opinion of the Court of the Guild and with the endorsement of the Central Flying School, has made an outstanding contribution toward the achievement of excellence in the delivery of military flying training or instructional standards.
Mr J Hurrell, CFI BAE Systems

The Pike Trophy.
Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.
Group Captain C Gould RAF (ret'd)

The John Landymore Trophy.
Awarded to the outstanding candidate of that year for a Guild PPL Scholarship.
Sebastian Krzyzewski

FLIGHT OPERATIONS
The Sir Barnes Wallis Medal.
Awarded in recognition of an exceptional and innovative contribution to aviation.
Mr M Miller-Smith, Aerobility

The Grand Master’s Medal.
Awarded to a pilot under the age of 30 for outstanding achievement and endeavour in any field of flying activity.
Not awarded

The Master’s Commendation.
Awarded at the discretion of the Master for commendable achievement in any sector of aviation.
Flight Lieutenant J Hawkins RAF
Mr G Stanfield Smith, Tech-Air NZ

The Brackley Memorial Trophy.
Awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.
Flight Lieutenant C D Maggs RAF

The Johnston Memorial Trophy.
Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding performance of airmanship, for the operation of airborne systems or for the development of air navigation techniques and equipment.
Squadron Leader J McMeeking RAF

The Guild Sword of Honour.
Awarded for an outstanding contribution to any sector of General Aviation (all elements of Civil Aviation other than Air Transport), whether in the air or on the ground.
Mr G Hackemer BSc., Chairman GASCo

SAFETY AND SURVIVAL
The Sir James Martin Award.
Awarded to an individual, a group, team or organisation, which has made an outstanding, original and practical contribution leading to the safer operation of aircraft or the survival of aircrew or passengers.
Major K Bryan AAC

The Cumberbatch Trophy.
Awarded to an individual, a team, group or organisation for an outstanding contribution to air safety, whether by the development of techniques contributing to safer flight, by improvements in ground equipment and services or by improvements in aircraft and component design.
Harbour Air Seaplanes, Canada

FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR
The Grand Master’s Commendation.
Awarded at the discretion of the Grand Master for an act of valour or outstanding services in the air.
Mr R Bailey, Chief Pilot Shuttleworth Collection

The Hugh Gordon-Burge Memorial Award.
Awarded to a member or members of a crew whose outstanding behaviour and action contributed to the saving of their aircraft or passengers.
Flight Lieutenants N McCready and L D Flemington, RAF C130 crew

The Prince Philip Helicopter Rescue Award.
Awarded to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea Search and Rescue operations.
Crew of Rescue 193

771 Naval Air Squadron

The Guild Award for Gallantry.
Awarded to an individual, or crew of an aircraft, in any field of aviation for an outstanding act of gallantry. It is intended that this should be awarded on rare occasions for any act considered worthy of the award as soon as the facts of the event are clear. Awarded at the discretion of the Master and on the advice of the Trophies and Awards Committee.
Crew of Recue 915, 103 SAR Sqn RCAF and Technicians of 424 Sqn RCAF

GUILD ONLY
The Guild Award of Merit.
Awarded for meritorious service to the Guild.
J Burley OBE FRAeS, Immediate Past Chairman Gapan North American Region

REGIONAL AWARDS
The Grand Master’s Australian Medal.
Awarded to an individual, a group or organisation involved in any branch of aviation in the Australian Region or to Australian nationals abroad, who or which has made a meritorious contribution to any aviation activity, either by displaying technical excellence or by the development of a procedure or operational technique of an outstanding nature.
Not awarded

The Australian Bi-Centennial Award.
Awarded as an ongoing commemoration of the Australian Bi-Centenary, to recognise an outstanding individual contribution to Australian aviation.
Dr C Durkin PhD LLM BA DipSocStud

Jim Cowan Memorial Award.
The recipient will be a young pilot (no specific age limit) who is an Australian citizen or a permanent resident in Australia, holding a civil Commercial Pilot Licence or higher, or military pilot
qualification and is engaged in the profession as a pilot in Australia or on temporary posting overseas and has, in the opinion of the Australian Region Trophies and Awards Sub-Committee, with the endorsement of the Guild Trophies and Awards Committee, made an outstanding individual contribution to aviation or whose achievements in aviation are truly noteworthy.

Not Awarded

The Jean Batten Memorial Award. Awarded in memory of the late Liveryman Miss Jean Batten, to recognise an outstanding individual contribution to New Zealand aviation.

Mr G Robertson

**Clerk’s Column**

LIVERYMAN PAUL TACON

It’s been a while since the inclusion of a Clerk’s Column in Guild News. This is mainly due to the fact that I now use the electronic newsletter as my primary source of communication of notices and information to members. However, occasionally it’s useful to summarise and highlight a few of the more recent activities of the Guild and our members - if for no other reason than to ensure that all members are aware that the Guild remains a very active organisation!

Among the myriad of smaller (but no less important) issues and events that the Guild has been directly involved in within the past few months, some of the more prominent activities have been the following:

- **Pilot Apprenticeship Scheme**
  Past Master Roger Gault, working as the Guild representative on the Livery Companies Skills Council, has been instrumental in encouraging and developing the introduction of a ‘Pathfinder Programme’ to develop a scheme for higher level apprenticeships for pilots. Work is ongoing in looking into financing for the apprenticeship programme and, from 2013, loans to support those undertaking the apprenticeship will be available as per those pertaining to university study. This is a very significant breakthrough for professional pilot training which has been the result of a consistent, long-term involvement by Roger, on behalf of the Guild, together with other stakeholders. Much remains to be done but, as with much of the tireless work and involvement of Guild members on numerous aspects of aviation, results emerge over time rather than appear suddenly.

- **Flying Scholarships** (all the Guild’s fixed-wing scholarships are ‘full’ scholarships; ie to issue of licence or rating)
  As a result of a high number of applications and an extensive selection process, the Guild awarded four PPL scholarships, four FI(R) scholarships, two gliding scholarships (to BGA ‘A’ certificate), two JOC scholarships and one ATPL ground-school study/course scholarship.

  Please note: While sponsorship has this year been most generous, we are always looking to extend the Scholarships Programme. Any offers or ‘leads’ towards potential sponsorship of a scholarship by individuals or organisations is always welcome. Please do contact the Guild office if this may be something which you could help with.

- **Trophies and Awards selection**
  Twenty two awards have been made this year to recognise achievement, dedication courage and distinguished service in aviation. This is a very important aspect of the Guild’s work as, in many cases, without recognition by the Guild many who give, or who have given so much to the aviation industry would otherwise go unrecognised. The Guild’s awards are extremely highly regarded and prized and, each year, nominations are received from around the world.

- **Professional Committees**
  Involvement in debate/advice on immediate, and longer-term industry issues has been part of the ongoing work of the members of the Professional Committees; some of these issues include:
  - Airport capacity in the south-east
  - Loss of Control in flight (LOC-I) - (before and since publication of the AF447 accident report)
  - Unmanned Aerial Vehicles (UAVs)
  - Flight Instructor standards

  The work of the Professional Committees is detailed and covers many diverse topics and areas of aviation. It would not do justice, or be appropriate, to comment in detail on this work here. The areas highlighted here are merely so that members can be assured that the Guild is involved (in these and other areas of important discussion/debate/policy).

**AVIATION MEDIA**

The Guild of Air Pilots and Air Navigators Award for Aviation Journalism.

Awarded to an individual journalist, publication or organisation for an outstanding contribution to the promotion or public awareness of aviation in general or of any important aspect of aviation activity.

Air Commodore G R Pitchfork MBE BA RAF (retd)

**THE MASTER’S AWARDS**

The Master’s Medal.

Awarded to any person in aviation, at any time, for an act or other achievement in aviation considered worthy of the Medal, as soon as the facts of the event are clear. This is intended to be an immediate award, made at the discretion of the Master and on the advice of the Trophies and Awards Committee.

Dave Sykes

- **New Affiliated Units**
  As mentioned in the Hon Editor’s ‘News Round-up’, we have also recently welcomed two new Affiliated Units (FNHT and 750NAS) and look forward to a fulfilling interaction with them both, as well as maintaining and developing our involvement with our other Affiliates. The affiliation programme is also being actively developed in the Guild’s Regions and it’s hoped that this will foster closer ties and greater awareness (and perhaps greater membership) - primarily within the military sphere - of the Guild’s activities internationally.

- **Master’s Tour (North American Region)**
  - also reported in Master’s Message
  The recent Master’s Tour of the NA Region was a good opportunity for the Master to represent the Guild in discussions on a number of varied topics with, among others, the Director General for Aviation at Transport Canada in Ottawa, the Head of the International Civil Aviation Organisation (ICAO) in Montreal, and the Deputy Administrator (the Administrator was away on business) at the Federal Aviation Administration (FAA) in Washington DC. Development of the Guild and its work/influence in aviation in North America continues!

There are, of course, many other important recent examples that illustrate the diversity of the Guild and its membership activities:

- **Election of Sheriffs, at Guildhall**
- **Extensive visits programme to various locations around UK**
- **Flying Club activities**
- **Golf society activities and competitions**

No slight or diminution of importance is intended by omission here of any developments or valued work in other areas of Guild activity; the object is merely to highlight some of our recent and continued activities in order to illustrate the variety and depth of involvement in the industry, Livery and social events.
My adventure with GAPAN really started with an aptitude test at RAF Cranwell. By this point, a career on the flight deck was more than a dream, it was an obsession. I had been to every corner of the internet doing research, attended all the exhibitions, visited half the flying schools and read aviation magazines cover to cover. Unfortunately, as many young hopefuls can bitterly testify, having a passion and driving ambition amount to little without financial backing. The industry being what it is, it is practically impossible to train without capital investment, usually laid down by supporting parents. Whilst my parents were totally supporting, they simply lacked the means to help.

I found out about the aptitude test last year when I was writing my first application for the PPL scholarship. After some fantastic feedback from Ruth following this unsuccessful attempt, I signed up for testing. The day itself was great with the GAPAN staff on hand to provide genuine and impartial information. After testing, I was debriefed by Squadron Leader Malcolm Hunt for whose advice and continuing support I am very grateful.

I applied again for GAPAN’s PPL scholarship in 2012 and this time, I was lucky enough to get through to the interview stage. The interview itself was surprisingly enjoyable. The panel were genuinely interested in my plans and full of useful insights.

When the email came through saying that I’d been awarded the 2012 Cadogan PPL Scholarship, I couldn’t quite believe it. The calibre of candidates, some of whom I met at the interviews was very, very high and I felt incredibly privileged to have been given this opportunity. To organise training, I approached Leicestershire Aero Club after checking out quite a few other schools in the area. I was immediately drawn to the airport itself. With three tarmac runways and a couple on the grass, Leicester offers a fine balance between busy and intimate. Surrounded by uncontrolled airspace whilst sandwiched between Birmingham, the East Midlands and the London area, it provides a unique environment in which to learn.

For nearly three months I spent the majority of my time at the airfield. I was assigned a personal instructor, Tom Pinckard who guided me through the whole course. As a recent Bournemouth Commercial Flight Training graduate, Tom was a fantastic source of current information and knowing that I wanted to go commercial, he insisted on a much higher standard of accuracy and detail in training. Being of a similar age, we have since become very good friends.

Tom and I initially planned to complete the whole course in a mere month but the British summer had different plans and there were many days when practical training ground to a halt. When we did fly, the weather was often marginal and as a result, I learnt to fly in high crosswinds, looming rain and the distant rumblings of thunder. I couldn’t have asked for better conditions in which to learn.

Following an exciting first solo involving avoiding-action on final, I moved on to navigation. My cross country was thoroughly enjoyable, a fantastic route up to Gamston and down to Cambridge, crossing through various military zones and controlled airspace.

Before I knew it, all the theory tests were complete, I had my RT licence and the weather improved enough to commence the skills test. I was to be examined by the CFI Dave Biddles so the pressure was on, not just for me but for Tom. The test itself went surprisingly quickly although by the time I landed, I was thoroughly exhausted. After two and a half hours of strenuous flying Dave announced that I’d passed. I was completely thrilled.

Without GAPAN, it realistically would have taken at least two years to get to the position I am in now. The help and support that GAPAN have given goes above and beyond the financial assistance. The scholarship itself is a highly prestigious stamp of approval for potential employers and sponsors. Its true value extends far beyond the PPL itself. I would like to take this opportunity to say a huge thank you to the staff, sponsors and members at GAPAN who go such a long way to making this an incredibly unique organisation. I can only hope that I can one day live up to the high expectations that have been set by awarding me this fantastic scholarship.
Ever had that uncomfortable feeling you’re being watched? If you are a ship’s captain and are up to no good in Canadian waters, that feeling is supplied by the National Aerial Surveillance Program’s fleet of Dash 7 and Dash 8 aircraft.

NASP’s mandate is to protect Canada’s 200,000 km of Pacific, Arctic and Atlantic coastline, as well almost half of the Great Lakes, from marine pollution. The program has been run by Transport Canada since 2003 and is staffed by members of the Marine Aerial Reconnaissance Team, which draws the pilots from Transport Canada and the technical experts, who man the cabin console and observer stations, from Environment Canada.

Based in Vancouver BC, Transport 951, C-GSUR, is a highly modified Bombardier DHC-8-100 and is known along the British Columbia coast as “Big Red” because of its all-crimson color scheme. The aircraft is fitted with an electro-optical, infrared, laser L3 Wescam MX-15 camera which is housed in a turret aft of the nose gear. (The lens is aimed aft and tilted up to protect it from damage during takeoff and landing.) Long tubes attached to the lower fuselage house the Side Looking Airborne Radar (SLAR) and other odd bumps on the aircraft house the Ultraviolet/Infrared Line Scanner and antenna for the Data Uplink system, which can stream live video back to headquarters. The aircraft is also equipped with an Automatic Information System (AIS) shipping transponder receiver which is used to both identify and map nearby vessels. It’s not immediately evident on the walkaround but the aircraft is also equipped with two extra fuel tanks in the wings which almost double range and endurance.

In the cabin, most of the regular airline seating has been removed to accommodate the operator’s console, electronics, life raft and observer stations. The emergency exit windows have been replaced with panoramic windows so the observer can take digital photos with a camera that automatically imprints latitude and longitude on the images. Seemingly out of place among all the sophisticated gear, is a humble Canon inkjet printer, used to print weather maps, approach plates or hard copies of anything that’s needed. To provide adequate power to all these services while on the ground, Big Red is fitted with a special AC auxiliary power unit, whereas airline Dash 8’s have DC APU’s.

On the flightdeck, the avionics are quite standard for type and include conventional dual UNS FMS units although some of the menu options are quite unusual, such as flying in a circle around a waypoint or defining the size of a box search pattern. The crews have found the dual installation to be very useful on patrols where the aircraft is flown tactically and priorities keep changing. The flying pilot’s FMS is linked to the autopilot for navigation while the other is used to check fuel with direct-to selections back to a planned waypoint or base. “The aircraft is a big step up from the Twin Otter 300’s we flew for years” points out John Heiler, NASP’s Flight Operations Supervisor in Vancouver.

The capability of the aircraft is further enhanced by the experience of the crews. There are no newbies here; every pilot has logged thousands of hours of airline, air force or government flying and many of the technicians have licences too. The crews are also well versed in the Canada Shipping Act’s emergency powers and laws of evidence, to ensure that pollutants are intercepted and held accountable.

Area 106 is a vast block of restricted airspace that runs parallel to Vancouver Island and covers much of Canada’s 200 mile economic zone and the busy sea lanes which connect Asia with N. America. Recently Transport 951 was tasked with patrolling this stretch of the Pacific and Captains Simon Pearce and Suzanne Baumeler were joined by technicians Owen Rusticus and Bob Whitaker for the mission. The initial IFR clearance was to the Tofino NDB and then further west to the SEFIX waypoint, at which time Captain Baumeler converted the IFR plan to VFR with ATS, and the patrol was free to go anywhere at any altitude within the defined block.

While a landlubber might imagine the Pacific to be a lonely place, the reality is surprising as there seem to be ships everywhere. The International Maritime Organization’s International Convention for the Safety of Life at Sea, mandates that passenger ships and all vessels over 300 tons carry Automatic Information System equipment. Every few seconds the AIS transponder supplies position, track, speed and rate of turn to other vessels, which augments safety in poor weather or busy harbours. Aeroplane pilots will quickly grasp that AIS is analogous to a TCAS display and will further appreciate that a composite picture of all shipping in a region is therefore possible, similar to an air traffic controller’s radar screen. (See www.marinetraffic.com/ais/ for shipping in your part of the world.)
On board Transport 951, the AIS displays dozens of ships and data tags on Bob Whitaker’s moving map. The image is repeated on an LCD handheld on the flightdeck so all crewmembers can maintain situational awareness during intercepts. Since the AIS is referenced to true north and the pilots’ EHSI’s are in magnetic, intercepts on VOI’s (vessels of interest) are simply given in terms of heading changes of so many degrees, left or right. A right turn is made and a shallow descent is begun until at 16,000’ through a broken cloud layer, a container ship is acquired by the MX-15 camera and despite the rolling sea, the quality of the image is spectacular. The detail is such that a crewman could be seen walking on deck and the image is absolutely stable. At night, VOI’s can be identified and photographed by using airborne laser like night, VOI’s can be identified and photographed by using airborne laser. Weather and darkness can hide illegal activity from NASP’s eye-in-the-sky.

Whenever oil is found, Owen Rusticus explains that they first display the extent of the slick on their console screen and then mouse-click its perimeter to form a polygon, which software converts to an exact area. The depth of the floating oil is estimated visually according to its spectrum colours and so an approximation of the volume of the oil may be made. Again using software, weather reports and human expertise, the location and orientation of the slick offer clues as to which vessel may be discharging the oil. The UV/IR Line Scanner is particularly suited to detecting what the technicians call ‘surface anomalies’ caused by the dampening effect of oil on the water. In fact, NASP’s aircraft are so specialized in identifying oil and then quantifying slicks, that the United States Coast Guard requested one of the Dash 8’s be deployed to the Gulf of Mexico’s Deepwater Horizon spill. The aircraft flew either one or two mapping patrols daily from May 2nd to July 15th, 2010. (See “Dash 8 covering Gulf oil spill” on YouTube.)

Captain Pearce slows the Dash 8 to endurance speed and several hours pass as more vessels are identified and photographed. Container ships, freighters, tugs, fishing boats and pleasure craft all come under Big Red’s electronic gaze. As the patrol continues eastbound, the ceiling and visibility deteriorate and a climb to altitude and an IFR clearance along the airways back to Vancouver seems tempting. To maximize the monitoring component of the mission however, the crew elects to return to Vancouver low-level and sets course for the Strait of Juan de Fuca, a busy shipping route that straddles the Canada/U.S. border.

Approaching the southern tip of Vancouver Island, Transport 951 is now flying at 150 kts and 1500’, in and out of rain showers. The techs continue to provide intercepts to vessels which only they can see with synthetic vision. The pilots advise “Contact” as the VOI’s become visible from the flightdeck. Captain Pearce continues to hand-fly the aircraft in turbulence while Captain Baumeler coordinates with ATC and makes traffic calls in zones in two countries. All four are intent on the job at hand and are the epitome of a high-functioning, polished crew.

Suddenly an intercept is given for a small freighter which has a sea surface anomaly astern. A moment later, the update from the technicians is that it’s only the cook dumping a pot of soup over the railing and this is indeed proven to be the case when the vessel emerges from the murk. There’s not much happening on the West Coast today that Transport 951 doesn’t know about!

Descent continues to 1,000’ and the patrol is routed near Victoria and then directly overhead Vancouver’s Deltaport container facility to examine the visiting deepwater ships. A VFR arrival is negotiated with Vancouver International’s control tower and the MX-15 camera is confirmed stowed for landing in the approach checks. In blustery conditions, almost five hours after departing 26L, Big Red is smoothly back on the same runway and another NASP patrol is complete.

Within minutes the aircraft is being towed into the hangar while the crew checks back in with Transport Canada’s Lydia Morrison, who has provided flight-following for the patrol. The group then meets for debriefing and a discussion about the next mission’s area of operation and its requirements. NASP receives requests from various federal agencies for fly-bys and must then disseminate the results. Big Red and its crews are kept busy defending Canada’s interests and protecting the West Coast’s pristine coastline and abundant wildlife.

It’s particularly notable that the crewmen aboard many of the vessels examined on this patrol would have been unaware of Big Red’s presence because of weather, distance or altitude. While NASP now has the photographs, the careless and the unscrupulous may only have had an uncomfortable feeling.
I’ve been an Air Traffic Controller for 44 years. 19 years in Australia and 25 in Hong Kong. I still work here as an instructor on Aerodrome Control and as a Human Factors and Threat & Error Management specialist. I have a Master of Aviation Management Degree, am on the General Committee of GAPAN (Hong Kong) and for many years have been on the RAEs Branch Committee here. During my 25 years in Hong Kong, I had the privilege of working at Kai Tak for 12 as both a Tower Controller and Radar Approach Controller and I thought that I would take the opportunity to write about the history, operating environment, equipment and procedures of this once famous airport.

Ask most pilots in the world if they have heard of Kai Tak and the answer will be, “yes”. Its famous curved approach to runway 13, close to the buildings and surrounding hills of the Kowloon Peninsula, was (and in some cases still is), in aircraft simulators, both military and civil with many major operators in the world. Most airlines had very strict criteria before they would allow their crews to operate at Kai Tak and for those aircrew who only flew there two or three times a year, I had the utmost sympathy, as they tried to cope with wind shear, weather and close terrain along with complex approach and missed approach procedures. The move to the new airport at Chek Lap Kok on July 6th of 1998 meant the closure of Kai Tak, and with it, the closure of one of the most unique airport environments in the world.

HISTORY
The first flight in Hong Kong was by balloon at the site of the Happy Valley Race Course on January 3rd 1891. The first powered flight was made by a Belgian by the name of Charles Van den Born on March 18th 1911 in a Farman biplane at Sha Tin (about three nautical miles north of Kai Tak). The next flight of an aircraft in Hong Kong was not until 1915 in a float plane. After the First World War, there was a steady increase in flying activity with operations from various parts of the Territory. In 1922 a Mr. Ho Kai and Mr. Au Tak formed the Kai Tak Investment Company with the object of reclaiming part of Kowloon Bay for building purposes. In 1924 saw a private group, later known as the Hong Kong Flying Club, start flying in earnest by developing a grass area about 300 x 400 meters to serve as a flying school and aero club. This portion of land was rented by the club from the investment company on reclaimed land and became known as Kai Tak. In 1927, the military started flying operations from there with the Royal Navy operating Fairy Flycatchers. In 1936 a civil part of the aerodrome opened at the western end of the Kai Tak reclamation. This heralded the first public transport flights to and from Hong Kong when Imperial Airways commenced operations on March 24th of that year. 1937 saw Pan American Airways commence operations with Sikorsky S-42B flying boats and a company called Eurasia Aviation extended flights from Beijing to Canton and on to Hong Kong. Imperial Airways extended their operations to UK and Australia. Imperial Airways eventually became BOAC, and, in 1940, suspended operations due to problems in Indo-China. In December of 1941, all civil operations at Kai Tak ceased due to the Japanese occupation. The Japanese occupation led to the expanded development of Kai Tak from a 180 acre grass field without runways to 380 acres with two concrete runways - 13/31 and 07/25. After the Second World War, when British forces re-occupied Hong Kong, the military initially looked after the aerodrome. In 1946 the Civil Aviation Department was formed to regulate civil aviation and Kai Tak operations. They inherited an airport with two runways, one 4686’ and one 4755’ in length. Although concrete, they were poorly constructed as they had been built by prisoners of war who had deliberately sabotaged their work. Weight limitations had to be imposed on aircraft using them. The runway positions were also a limitation as each could only be used in one direction for landing and the other direction for take-off due to the very close proximity to the 2000’ range of hills alongside the airport. 1946 also saw the recommencing of operations by BOAC and the airline Cathay Pacific started operations. In 1947 the responsibility for Air Traffic Control was handed over to the Civil Aviation Department and the controllers operated from the RAF tower. VHF and HF radios were available as well as direction finding equipment and some navigation aids. There were 5,500 movements that year with 82,000 passengers and 1,000 tons of freight carried. In 1948 the staff moved to a new control tower. From 1947 until 1952, traffic steadily built up and a number of world airlines commenced operations. Due to the severe limitations of the two runways, the government decided to look at options for a new airport. After extensive survey work, it was decided that the best and cheapest option was to build a single runway on reclaimed land in Kowloon Bay on the western edge of the then current airport location. This would enable Hong Kong to take jet aircraft. To save money, approval was only given to build the runway 8,000 feet long. This was false economy as in 1970 approval had to be given to increase the length at great expense to 11,130 feet. The new runway was 13/31 and was positioned to enable aircraft to be able to depart straight ahead on RWY13 with a curved approach for landing or straight in RWY31 with a curved track for departure. The new runway was officially opened on September 12th 1958. The old runways were closed and then formed part of the apron, cargo complex and maintenance area. Because of the position of the new runway, a temporary tower was built near the runway and was in operation until 1962. The mid 50’s saw the first recruitment of local controllers as assistants. Our first local Director of Civil Aviation, Mr. Peter Lok, was one of those first assistant controllers. In 1959 the lighting system came into operation allowing night operations and with the new runway, jet operations were on the increase. In 1960, work commenced on the new terminal building. In 1962 the ATC Centre, located on the 5th floor of the new building and the new Tower at the end of the terminal building right above the ATC centre, were moved into. The then latest in ATC equipment and navigation aids were available to controllers and pilots, including Precision Approach Radar, (PAR) for use in bad weather on both approach 31 and departure 13. The PAR was still in use until Kai Tak closed, in an updated form of course, and Kai Tak was one of the few civil airports in the world with this equipment.

By 1966 traffic and freight were increasing steadily. There were around 1,000,000 passengers and 25,000 tons of freight through the airport. 1970 was the first landing in Hong Kong of the B747 on April 11th. How times changed. I think Kai Tak must have had one of the highest proportions of total movements by B747’s of any airport in the world when it closed.
1970 also saw the commencement of work on the runway extension which was completed in 1974. The entire length of the runway was grooved. One of our problems at Kai Tak was the runway promontory width. It meant that the parallel taxiway was very close to the runway. 111 metres from the centreline of the taxiway to the centreline of the runway. IFALPA had a black mark against Hong Kong for this reason and we had instructions in place governing the use of the taxiway. For example, no more than three aircraft on it at any one time - a sterile taxiway if an aircraft was landing with brake, steering or engine out problems - limitations when there was significant crosswind - only experienced light aircraft pilots could land or depart with an aircraft on the taxiway.

The 1970’s were a time of growth at the airport. A further terminal expansion was completed along with a new cargo terminal. In 1976, Hong Kong handled 4,000,000 passengers and 150,000 tons of freight for the year. On the Air Traffic Control (ATC) side, at the end of the 70’s there were around 80 Controllers including supervisors and 40 Student Air Traffic Control Officer’s (ATCOs) and Assistants. Due to the lack of contact with, and, flights to and from China, Hong Kong had very limited airspace to the north due to its geographical location against the southern boundary of the Guangzhou FIR. In fact the radar was blanked out so that controllers could not look across the border and was therefore limited to an arc of approximately 140 degrees from the east through south to the southwest. Also by this time, the majority of the ATC workforce were local, with some expatriate controllers, mainly British. Hong Kong was by now well equipped with radar and navigation aids including Surveillance Radar with SSR, Approach Radar (without associated SSR), PAR, three VORs, three NDBs, four DMEs, the ILS to RWY31 and the famous IGS (Instrument Guidance System) to RWY13. The IGS came into operation on the 7th of January 1974. By the early 70’s, the military presence at Kai Tak was almost gone and the only military operations were in the form of helicopters. Kai Tak was by now a totally civilian airport operating RPT traffic and some light aircraft. Only non-offensive military aircraft, for example transports, were allowed into the airport.

With the opening up of China, at the end of the Cultural Revolution, aviation in China really “took-off”. Flights between Hong Kong and cities in China started with CAAC providing daily flights using mainly Tridents. Long haul flights to Europe were allowed to transit China, reducing flying time and allowing shorter flights to London and other European cities for the first time. By this time around 70% of all movements were wide-body types. By the mid-80s CAAC were really expanding and buying ever more Western type aircraft such as the B737, A300, B747, MD80 etc. Business was expanding rapidly between Hong Kong and China and this was the incentive to start another airline in Hong Kong to fill this market. This airline was called Dragonair and they started with B737s. Cathay Pacific were not standing still either and by 1985 they had a fleet of nine Tristars and nine B747s. Because of this expansion, movements were increasing at the rate of around 10% per year. In 1986 there were 11,000,000 passengers and 500,000 tons of freight handled.

The late 1980s and the 1990s brought further expansion to Kai Tak within the physical boundaries of the airport. There was firstly the expansion of the eastern side of the airport, which eventually added a total of 15 parking bays as well as parking for General Aviation jets. This included a new taxiway bridge across the nullah (open drain). The final expansion was what was known as the South Apron with eventually another 13 bays, a taxiway and a new bridge joining the southern end of the apron with the runway promontory taxiway. This gave a total of 65 usable bays. What did this mean for ATC? It meant a very tight apron with nearly every bay having a different limitation applied to it, from what type could use it, to which way the aircraft could enter and which way it could push back or taxi. Everything at Kai Tak was right on the limits for space.

Starting and pushback at Kai Tak were very tightly controlled. To say that this place was busy was an understatement. This little airport in it’s last year handled 29,000,000 passengers and 1,500,000 tons of freight, making it the 3rd busiest International airport after London and Frankfurt and was 2nd busiest for freight after Narita. The design capacity of Kai Tak was 24,000,000 passengers, so the place was working way over capacity by the time it closed. These figures were not obtained by a huge increase in aircraft movements, which, due to movement capacity constraints, were around 4% over the last couple of years, but by the use of more and more wide body aircraft. A300s and Tristars were replaced by A330s, MD11s and B777s. Even Cathay Pacific was using its B747-200/300 aircraft for “local” flights of 2-4 hours. Every available landing and departure slot had been allocated. Because of the lack of high speed turn-offs, geographical limitations which effect missed approach procedures, and other limitations, for example the high proportion of ultra-long-haul flights effecting runway occupancy time, the scheduled number of movements per hour was 32. I had seen up to 38 aircraft handled but this depended on the mix of traffic and the weather, which can be diabolical here. We had built an additional 90 degree taxiway at the south-east end of the runway to facilitate aircraft vacating the runway if they missed the only high speed we had down there, but this was the last major works program at the airport before its closure. The result was that up to 150 flights a week were being turned away from Kai Tak during its last two years of operation. For the airlines the new airport couldn’t come soon enough. Cathay and Dragonair were also pushing the limits. At the time Kai Tak closed Cathay operated 62 aircraft including B747 / A330 / A340 / B777 and Dragonair had 11 - 4 A330s and 7 A320s. There were not enough parking bays to park all of their aircraft.

ATC EQUIPMENT

To keep up with the traffic demand there was a continuing program of equipment upgrades for both ATC and in the form of navigation aids. In the last couple of years of Kai Tak operations, the equipment included Route Surveillance Radar with a range of 200 nm, and Approach Surveillance Radar with a 60 nm range. We had a Approach Secondary Surveillance Radar and a long range monopulse SSR with a range of over 250 nm. All radars were housed in domes for protection in Typhoons. In addition, at the airport we had digital Airport Surface Detection Equipment. This was very useful not only in bad weather but on a day to day basis. The Control Tower at Kai Tak was adjacent to the beginning of runway 13 and quite close to the runway. This meant that the tower controllers had no depth perception when looking at activity at the south-east end of the runway. The ASDE allowed us to determine for instance, if an aircraft could make a particular taxiway after landing. All of the radars were fed through a radar display data processing system to amber.
monochrome displays. Viewing was in a darkened environment. This was because the Approach Radar was right next to the Precision Approach Radar, which because of the nature of the beast, had to be viewed in a darkened environment. All positions in the Radar Centre and Tower had access to displays of weather, current and forecast, a wind analyser and clearance and departure data. The tower had a small radar display, Surface Movement Radar, wind analyser with in-built windshear warning, Runway Visual Range displays, touch screen lightning panel, Ceilographs for cloud base readings at the middle marker for each end of the runway and a voice synthesized ATIS.

ARRIVALS AND DEPARTURES

The primary tracking aid during the Kai Tak era was the Cheung Chau VOR, which is still situated on the island of Cheung Chau 11 nm south-west of the old Kai Tak. Runway 13 was used about 90% of the time because of local winds as well as other factors. It had a longer operational length for departure, which was over water, while the 31 departure was over the built up areas of Kowloon and required a left turn as soon as the aircraft was airborne. The main approach flown by aircraft was of course, the IGS (Instrument Guidance System) approach to RWY 13. To quote the AIP “The system uses ILS components but is offset from the landing direction by 47 degrees. Pilots on final approach on the IGS must therefore make a visual right turn to line up with the runway after reaching decision height. During this visual portion it is imperative that the correct visual cue with the surface is carefully maintained, making reference to aeronautical ground lights where appropriate. In view of the local terrain and the IGS being offset from the runway, operators intending to use the system must ensure, for flight safety reasons, that their pilots are fully conversant with, and have adequate practice in, published procedures.”

The system was designed for the instrument flight segment of the approach to be completed not later than the Middle Marker when visual flight had to be established or an immediate missed approach procedure initiated. Other notes included: “After passing the Middle Marker the indications are not relative to the required aircraft visual and missed approach flight paths and must be ignored. WARNING - Continued flight on the IGS flight path after passing the Middle Marker will result in loss off terrain clearance.” In other words, you would fly straight into a hill. The hill where the IGS was situated was painted with huge orange and white checks and was lit at night. The site was known as the Checkerboard. (Out of interest, the Checkerboard predates the IGS. It was used as a visual aid for the NDB approach for many years before the IGS was installed). The approach itself is very long (around 28 nm) if done in its totality and commenced at Cheung Chau VOR. The aircraft flew west for seven nm on descent from 8,000’ to 6,000’, turned right on a track of 040, descended to 4,500’ and after another seven nm intercepted the localizer at 4,500’. The aircraft then descended on the IGS localizer until reaching the Middle Marker and at the MM turned right 47 degrees to line up with the runway. This final leg of the approach on the localizer to touchdown was around 14 nm. Obstacle Clearance Limit for the approach was 660 feet.

Because of air traffic numbers during the last couple of years of Kai Tak, very few aircraft carried out the full procedure. Normally the Approach Controller would vector aircraft onto the IGS localizer to have more control on spacing. By the way, at Kai Tak we needed about 8 to 9 nm between aircraft on final to enable us to get a departure away in between. Because we had so many long-haul aircraft for departure and because of taxiway and holding point configuration, it took up to one minute for a 747 to line up and up to one minute to get airborne when cleared for take-off. During that time an aircraft on final had gone six nm. All we need is one runway length between the departure and the landing to be legal but the problem was the missed approach. If an aircraft made a missed approach, he had to go out on the centreline and due to the surrounding terrain he could not turn off the centreline until he was about 6nm out. The lowest altitude ATC could hold an aircraft on missed approach was 2500’. One runway length is 2nm. Therefore if we had one aircraft which had just rotated and another went around you had two aircraft locked on the centreline with no radar, longitudinal, lateral or vertical separation and you couldn’t turn either of them. If conditions were visual in this context it would be have bad enough, but Hong Kong is not known for its good weather, so we spaced aircraft even further apart when weather deteriorated.

Departure off runway 13 was straight forward with the pilot simply departing straight out on the front beam of the 31 localizer joining a standard departure route. When the weather deteriorated to a cloud ceiling of 1000’ or less and/or visibility of 5000 metres or less we monitored all departures 13 and approaches 31 with PAR. This was to ensure that all pilots stayed on the centreline as they passed through a gap 2 nm off the end of the runway. Departure 31 was not so straight forward. For a start, the pilot had available a much reduced operational runway length. Just off the end of the runway was Kowloon City with buildings of up to six floors. Also, if the pilot flew straight ahead, he would go into the 2,000’ range of hills north of the airport. He therefore turned left as soon as he crossed the end of the runway and tracked towards Stonecutters Island to the west. The pilot then turned further left and tracked towards Cheung Chau VOR and onto the planned route.

The most difficult part of ATC for many years, until the Government came to its senses, was the noise abatement procedure at Kai Tak. Legislation was such that by 9 p.m. each evening, we had to be opposite way operations. Runway 13 for departures and 31 for arrivals so long as the tailwind was opposite until reaching a movement rate of 22 aircraft an hour. Only then could we revert to straight runway 13. By the time they changed the legislation to remove this noise abatement restriction, we were regularly operating 22 movements an hour in this mode. The other problem was that the aircraft had to cross each other over and under locked onto the 31 localizer between 12 & 14 nm out. Any closer in and the aircraft on final could not get down the glide path and any further out meant losing runway time. The departures were maintained at 2500’ and arrivals at 4500’. When the outbound was level at 2500’ the inbound would be given traffic information and descended to 3,500’ until the aircraft had passed each other, then cleared ILS inbound and climb outbound. The 2,000’ vertical until the outbound was level at 2,500’ was in case of an altitude bust giving a little time to resolve the situation. I personally had 3 cases of this happening and was very grateful for that extra 1000’.
Aircraft from China came inbound through a position called TAMOT (19 nm NW of Kai Tak) and were given levels to be at by TAMOT in accordance with a Letter of Agreement with Guangzhou. This stipulated that the lowest level at TAMOT was FL150 with ten minutes between following aircraft at the same level. If we didn’t have ten minutes, the following aircraft were stepped up at 2,000’ intervals, i.e. 170, 190, 210 etc. These aircraft called Approach direct about three minutes before crossing TAMOT and we did not get an electronic radar hand-off (due incompatible equipment and the fact that China only provided a radar monitoring service backing up procedural separation at that time). We got the TAMOT transfer on inbound aircraft from Guangzhou via a landline around 15 to 20 minutes before it arrived there. We then worked out a place in the arriving sequence for the aircraft. We could see aircraft on radar out to 250 nm from Hong Kong, but we would not know who they were until we got the transfer from Guangzhou and the assigned transponder code. All of this meant that Approach couldn’t even start to handle inbound aircraft from China’s airspace until they were three minutes from overhead.

As previously stated, next to the Approach was a Coordinator (also Approach Radar rated) who did all the flow control and coordination with the Tower and Enroute Radar. It was they who decided the landing order. They looked at the long range radar and from the ground-speed readout off the SSR data block on the screen and worked out their own estimate for Cheung Chau. From this they would work out a landing priority based on first come, first served. They would then issue speed control instructions to the enroute radar controller to pass to the aircraft. If the Approach Coordinator expected no delay to aircraft, they would simply leave them alone. The trouble was with the transfers from the adjacent ATC units. The transfer may be one or two aircraft or more (the highest number I had seen transferred over TAMOT within a five minute period was five, at 2,000’ intervals from FL 150 up to FL 230. As you can work out for yourself, if we require three minutes or nine nm between each landing and we get a bunch of aircraft inserted into the sequence ahead of traffic we have identified and had on our frequency for 30 minutes or more, we had immediate problems. It meant that aircraft we had so carefully sequenced had to be re-arranged into a new landing order. To stay well ahead of the game, we would open Terminal Radar early for holding at either of three holding stacks 60 nm from Hong Kong. China in-bounds didn’t get priority. We based their position in the sequence on what time they would have been over Cheung Chau if let run, compared it with the other Cheung Chau estimates we had worked out for all the other arrivals and inserted them in the correct order.

WORKLOAD AND STAFFING

Our problems at Kai Tak were the result of rapid increases in movements both into Hong Kong and thru-area in the last six years before closure with no corresponding increase in the number of working positions to handle the traffic. At the time Kai Tak closed, Approach Radar had the additional responsibilities of through traffic to Shenzhen and Macau added to the increasing traffic, while Enroute was looking after huge increases generated by thru-area traffic between SE Asia and China. Because of this traffic increase and to increase the number of working teams from four to five, the Civil Aviation Department and the Air Traffic Management Division in particular were good employers and that the work was both rewarding and interesting. We certainly had no shortage of job applicants and the place became a real United Nations. It might be of interest to note that the largest number of expatriates came from Australia and New Zealand. In fact, the third highest number of Australian Controllers working in one location after Melbourne and Brisbane at the time was Hong Kong.

Local controllers working at Kai Tak were of a very high standard and if I can quote from an article written a few years ago by the then Director Flight Operations, Cathay Pacific, for Orient Aviation magazine: “Going back many years before things were as organized as they are now, pilots flying across Europe heard the voice of ATC over their head. The same applies today in this region with Hong Kong’s ATC. Feedback from pilots about Kai Tak is nothing but positive. Aircrews have complete confidence in Hong Kong.” This was written before we started recruiting more expatriates for Kai Tak and the new airport at Chek Lap Kok.

WORKING AT KAI TAK

What was it like? Well from my perspective working both Approach Radar and Tower for all those years it was the best time of my now 44 years in ATC. Sure, Kai Tak had its problems coping with the airspace, ramp space, terrain, weather and the occasional accident and near accident, but there was something about the place. Everyone who flew there, or worked there, worked hard to make Kai Tak a success and considering all of its limitations, it was a remarkably safe airport. I know many of you as pilots enjoyed the challenge of a good approach and landing at Kai Tak and I can assure you that ATC also enjoyed the challenge of facilitating that approach and landing.
On Friday 17 August 2012 the Chief of Air Force, Air Vice-Marshall Peter Stockwell, accompanied by eight of his senior operational commanders in the RNZAF, hosted six members of the Guild of Air Pilots and Air Navigators New Zealand Region and their wives at a formal dinner in the RNZAF Officers’ Mess at Whenuapai for the purpose of making the inaugural presentation of the Guild Sword for Operational Excellence.

The Master, Captain Wally Epton, had presented the Guild Sword to the Royal New Zealand Air Force in November 2011 during his New Zealand visit. Pooley Sword had crafted it, and its accompanying miniature, in the traditional pattern for the RNZAF.

The terms of reference of this eminent award were agreed jointly by the Guild and the RNZAF to recognize exceptional endeavour, initiative and leadership in advancing and/or delivering RNZAF air operational capabilities.

The Chief of the Air Force (CAF) honoured the Guild by inviting Past Chairman Gordon Ragg to present the Sword to its first recipient, Group Captain Tony Davies. Gordon gave a short address on the history and objectives of the Guild, highlighting the decisive participation of Service aircrew since its inception, and acknowledging the commitment of the late Chairman of the New Zealand Region, Captain Bryan Wyness, in strengthening ties with the RNZAF through the establishment of two Affiliated Units, and the creation of this award.

The Air Component Commander Joint Force HQ, Air Commodore Steve Moore, then read the full citation for the award that referred to Group Captain Davies’ extensive operational flying and command experience in the air transport role and his dedication, outstanding leadership and effectiveness as OC 485 Wing in concurrently leading significant development and progress in airworthiness, introduction into service of major capability upgrades and the conduct of military air operations.

Towards the end of the dinner the CAF kindly presented a commemorative gift to Mrs Marion Wyness recalling Bryan’s energy and success in promoting closer ties between the Guild and the RNZAF.

The evening was a milestone in advancing mutual relationships and was especially enjoyed by all present.
How to Get Arrested - Part 2 (and taken away in handcuffs)

Back in the 1980s I was lucky enough to be Officer Commanding No 237 OCU, equipped with Buccaneers and Hunters. In addition to our normal peacetime task of training Buccaneer pilots and navigators we had a most interesting war role. Our task was to support Jaguar and Tornado squadrons based in Germany with airborne laser guidance for delivery of Laser Guided Bombs (LGB) as the Buccaneer was the only RAF aircraft capable of undertaking this role at that time. An enthusiastic and diligent Group Captain working in 2 ATAF Headquarters discovered that the Royal Netherlands Air Force (RNeAF) F16 squadrons also possessed LGB, but had no means of guiding them other than by use of a ground designator. He therefore conceived a plan to use our Buccaneers to designate for 322 RNeAF Sqn’s F16s and very soon had arranged for a NATO Squadron Exchange to take place between the two squadrons, the aim of this being to demonstrate NATO interoperability.

The first half of the Exchange involved the F16s deploying to RAF Lossiemouth, along with a number of their Mk82 LGBs, which would be tossed at Garve Island Range off the far northern coast of Scotland, supported by my laser designating Buccaneers. The Dutch duly arrived, suitably clad in bowler hats and carrying umbrellas; amongst them was their base’s Unit Test Pilot who was notionally responsible for this weapon delivery trial. However, it soon became apparent that, as he was not actually a member of 322 Squadron, his presence was not really welcomed by the rest of the Dutchmen. He also had the rather unfortunate personal call-sign of ‘Vicar’.

Shortly after the Dutch arrived and their F16s had been tucked away in our hangar, my Senior Engineering Officer informed me that the F16s all had a full load of 20mm ammunition in them, the reason apparently was to maintain a correct Centre of Gravity position. We both decided not to tell OC Engineering Wing in order to maintain harmonious Anglo-Dutch relationships. At least it wasn’t HE ammunition.

After a weekend of social activity, distillery visits and the like, it was time to try out Anglo-Dutch co-operation on the Range. Two F16s (one flown by ‘Vicar’) loaded with Mk82 LGB, and two Buccaneers (one flown by myself) with Pavespike designator pods set off for Garve Island. Unsurprisingly the weapon delivery profiles proved a complete success and 4 direct hits were scored. The second half of the sortie profile involved a low level transit through the north of Scotland ‘Moon Country’, a desolate and sparsely populated area. The Buccaneers would be escorted by the F16s, to be ‘bounced’ by a third F16. Sure enough the ‘bounce’ arrived, so the Buccaneers split and raced off on their own leaving the F16s to enjoy a 2 v 1 air combat session, otherwise known as ‘a knife fight in a phone box’. After this the two escorting F16s soon recovered to Lossiemouth, leaving the ‘bounce’ to do his own thing for a while as he had got airborne much later.

The scene now shifts to the debriefing of the bombing at Garve Island. We - Dutch and Brits - were all watching the video tapes when there was a broadcast from Air Traffic Control - ‘Emergency State 2, Dutch F16 joining circuit with engine problem...’ Everybody stopped watching the video and listened. Shortly afterward came another broadcast - ‘Emergency State 2 terminated, aircraft has landed safely.’ We all went back to watching the video tapes when, suddenly, the door to the briefing room burst open and a Dutch pilot rushed in, incandescent with rage and gabbling in what can only be described as Double Dutch. The other Dutchmen leapt to their feet, seized the unfortunate ‘Vicar’ and rushed off to their detachment office. The door slammed shut and there was the sound of much shouting and altercation from within. At this point my engineering Warrant Officer appeared and said to me in a somewhat conspiratorial tone ‘Excuse me Sir but I think you ought to come out to the line and look at this F16 what has just taxied in.’ We duly went out and there, on the line, was an F16, a thin whisp of smoke rising from its jetpipe - and its tailplane, fin and afterburner nozzle were riddled with a large number of 20mm sized holes. Instructing the good Warrant Officer to put the F16 in the hangar as soon as possible I went to find the Dutch Squadron Commander. He had calmed down a bit. He explained that ‘Vicar’ had failed to make his Master Arm Switch safe when leaving the Range. During the subsequent air combat ‘Vicar’ found himself behind the ‘bounce’, so, selecting a guns mode, decided to take video to claim a kill. He pressed the trigger and, hey presto, the gun fired. However, seeing no obvious result, he said nothing and carried on. The Dutch Squadron Commander said ominously ‘We will deal with him in our own way!’
I went to see the Station Commander to alert him as to what had happened. His immediate and understandable reaction was that we should tell someone in the chain of command - I urged caution. My view was that it was highly unlikely that the incident had been witnessed from the ground given the desolate nature of the countryside, that if anyone phoned in claiming that their sheep/granny/house/car or whatever had been strafed we could always say the matter was being investigated and anyway the Dutch were dealing with the miscreant 'Vicar'. In the event he agreed and we told no-one.

‘Vicar’ was locked in his room until the following morning. A Dutch F27 transport aircraft arrived, two very stern looking Dutch officers emerged, wearing their best uniforms. Not long afterwards ‘Vicar’ emerged between his escorting officers, in handcuffs. He was taken into the F27 and not seen again. At the final Dining In Night of the Exchange, I mentioned in my speech that whilst it was unusual for an air force to attempt to shoot down its own aircraft, at the time a Phantom having recently shot down a Jaguar.

Out of 11,000 Ansons built, the only still-flying ex-military survivor. I do not look out of the window at this moment. Because in front of me is a man who is giving it away.

If I was a billionaire and really wanted the Anson...

In fact, on this day he is not just giving the Anson away. He is giving away maybe £1 million. Or maybe £2 million. I cannot know the actual figure, and neither can he. But it must be somewhere in this bracket because this man, as he speaks quietly to us, is giving away 13 highly historic aeroplanes, the majority of them in flying order, to a charitable trust. What are they worth? Whatever a buyer is prepared to pay for them. If I was a billionaire (hah!) and really wanted the Anson I’d first left the ground in, maybe I’d pay a million for just that one aeroplane. Being rather conspicuously not a billionaire I don’t know. Neither does this man giving it away.

Meet Mike Collett.

In talking about Mike Collett it is difficult to know where to start. If you’ve been involved in British aviation any time in the past 35 years you will almost certainly have heard of Mike Collett. This is the man - primarily a 16,000 hour commercial pilot and not, he says, a businessman - who, in the late 1970’s, started an airline called Air Atlantique, initially based in Jersey. Bigger airline brethren sneered, if they noticed the upstart at all. Hell, everybody in air transport knew the scene was already dominated by jets and turbo-props, and would become even more so in the future. And here was this optimist starting up an airline with - wait for it - two Douglas DC3’s! Dakotas. Goney Birds. Relics of the 1940’s! This man Collett has surely been sniffing too much Avgas...

Within four years Air Atlantique were flying eight DC3’s and a DC6 - all successfully. Thirty-five years later Air Atlantique still exists, albeit in a somewhat different form. It is noticeable that many of the sneering airlines now no longer exist in any form at all except in dusty bankruptcy files. The success story of Air Atlantique (inevitably nicknamed Air Antique after it moved base to Coventry in ’85) is fascinating. It was a team effort of course - as such endeavours always are - but I think no team member, past or present, would object to my saying that the ethos sprang from Mike Collett. Who said, simply; No, not all requirements are best
met by jets. Some are still best served by DC3's. So let's go and find those requirements…

The result was one of the most eclectic operations in UK aviation history. It carried passengers. It carried freight. It carried newspapers. And car parts. It had oil industry contracts. And Ministry of Defence contracts. And Ministry of Ag and Fish contracts, which involved (and involves, because it continues) converting DC3’s into Leviathan crop-sprayers to lay chemical dispersants onto threatening oil slicks after a shipping accident, particularly a tanker. In fact, Air Atlantique's (or Mike Collett's) ability to sniff out square-peg in square-hole opportunities verged on the supernatural.

Collett is one of those men with the rare gift of keeping 48 plates spinning on existing matters whilst at the same time firing up 24 new plates on possible future business. With the result that Pratt and Whitney radials drummed over British skies for decades.

Not a businessman, he says. Well, Collett will certainly do until a businessman comes along.

So Air Atlantique made a fortune. Yes? Well, to a degree, yes. But a fortune slightly - or at times, very much more than slightly - dented by Mike (chairman and 80% owner) having a particular enthusiasm.

Mike collected Classic aeroplanes. Historically important aeroplanes. Other people have done the same of course, and have mostly collected one or two or maybe even ten, often mostly static.

Mike Collett collected 27. And not small aircraft. And as far as possible, not static. This collection is all beyond this window, either parked outside or in Air Atlantique's vast hangars. Before coming to this warm room I have shivered my way around this pantheon of aeroplanes, which are extraordinary in their diversity.

There are DC3's. A DC6. A clutch of Dragon Rapids. The Anson. Two Jet Provosts. Two DH Venoms. A Vampire. A DH Dove. Two Gloster Meteors. A Chipmunk. Two - two, no less - English Electric Canberras, one of which set a world altitude record at over 70,000 feet more than 50 years ago. A Scottish Aviation Twin Pioneer. A Percival Pembroke - unlikely as it may seem, a genuine Cold War spy-plane. An Auster. Bizarrely - or bizarrely to my mind, but what do I know - joined by a Percival Prentice, one of the most disliked flying machines ever to enter RAF service due to a certain reluctance to actually leave the ground. Also a Percival Proctor, an altogether better aircraft but almost certainly not worth anything like the £200,000 it cost to restore to its present immaculate state. And then of all things a device called the Chrislea Super Ace, looking for all the world like an Auster with twin fins and a nose-wheel off a shopping trolley, and reputedly having the historic flying qualities of same. And then towering over the lot (and alas, probably never to fly again) an Avro Shackleton.

This sort of collection most of us would be happy to have in Airfix models. But these, covering maybe 20 acres of Coventry’s not particularly hallowed grounds, are very much not models… They are - or have been up to now - called the Air Atlantique Classic Flight. Which is, baldly, not exactly cheap to run. Mike says that the acquisition costs of the aircraft have not been huge. This of course depends on your definition of ‘huge’, but I do understand what he means. The value of, say, a Vampire will be far less than that of a Spitfire in similar condition. And a Canberra? What the hell are you gonna do with a Canberra (let alone two Canberras) in this day and age? Yours for about 15 grand, Guv’nor…

Ah. But then you have the running costs… And this is where it bites. In Mike Collett’s insistence that as many of the aeroplanes as possible should remain airworthy. And this, irrefutably and inevitably, does cost money. Mike reckons the collection - which employs 15 people full-time plus many volunteers - costs about £300,000 a year to maintain as-is, and maybe £500,000 a year to both stand still and also progress - slowly - with renovations. For example the Meteor T7 cost about £350,000 to renovate, and the Canberra B2/B6 - the high-climb Canberra - currently needs one replacement engine plus a major, major service - call it about £250,000. (When they can find an engine…) And therein lieth the rub. Few men, even of considerable wealth, can afford to pour out half a million a year indefinitely. Mike has hived off various sections of Air Atlantique’s operations to Management Buy-Outs over the last decade, and as he delicately puts it, “been bereft of income-generating businesses” since then.

And so this man Mike Collett, now a well-preserved 68, is donating what he regards as the 13 most important/practical/British aircraft to a new charity he’s just set up, the Classic Aircraft Trust (TCAT). Mike says it was either that or hold a grand auction and sell them. Which would have inevitably led to the collection scattering and probably most of the aeroplanes going overseas.

Which Mike could not stomach.

There is behind this a certain degree of pique. Some time ago the owner of the only flying Meteor F8 - an aeroplane Mike was keenly interested in - sold it to the far side of the world without, says Mike, offering him a chance to bid for it.

“No more classic British aircraft would leave British skies if I could help it.”

“This shocking act made me realise there was work to do”. Now there is steel in his voice. “No more classic British aircraft would leave British skies if I could help it. That is not on”.

Well, he is so helping it. By donating these 13 aeroplanes - 10 of them flying - to the new charity, The Classic Aircraft Trust.

“Goodbye passing on your fortune to your family…”

Will it work? I don’t know. Certainly charitable status makes it technically easier to raise cash from the public. (Which may be why there are more than 160,000 charities in the UK, according to the Charities Commission). Equally certainly it ain’t no effortless licence to print money, as I’m sure the Shuttleworth Trust and Vulcan To The Sky will testify.

The TCAT trustees have ideas, one of which will definitely benefit the air show audience. They will send aeroplanes to air shows for fuel and operating costs only, in return for a prime pitch at which to sell memorabilia, merchandise, memberships, and anything else they can think of. Maybe sticks of rock with a Canberra running through it.

Not, I know from experience, easy. Support them if you can. Otherwise our sons and daughters will never see a neglected era of our aviation heritage in the air.

And I still wish I could make an offer for the Anson…

See the collection at www.keepthemflying.co.uk
TASC Report
A cameo presentation from Simon Roberts of CAA on Safety Management Systems (SMS) proved more interesting than the title suggests, with a clear emphasis on developing SMS that are streamlined safety decision-making tools and not an additional layer of bureaucracy. TASC continues to discuss a broad range of subjects:

- LOC-I remains an important issue. It is hoped to formulate a Guide view on the AF447 in October, when committee members should have read the full accident report.
- TASC was reluctant to debate options for future airport capacity in the south east, seeing the outcome as more influenced by politics than by safety. This view is supported to some extent by the government’s Draft Aviation Policy Framework that concentrates on the economic benefits of aviation, climate change, noise and other environmental aspects rather than air safety. The government had promised a Call for Evidence on maintaining the UK’s international aviation connectivity for later this year that might have prompted more debate within TASC but this was dropped when the government announced the setting up of an independent commission to look at ways to increase airport capacity in the southeast. As Past Master Simpson has observed, it is difficult to understand how the Guild can not have an opinion on the future of Heathrow and there may still be scope to establish a ‘pilots’ view’ of a currently highly topical subject in concert with Environment Committee studies for an eventual Position Paper.

Other topics include:
- GNSS - the potential for jamming or spoofing satellite navigation signals, the complex nomenclature being adopted for GNSS approaches and the tortuous path to approval of use by UK operators.
- Laser threat
- Cabin air contamination
- Cross Crew Qualifications (CCQ) - an issue that has passed to E&TC for further work.

Environment Committee

Environment Committee (EnvC) debate has been centred on the government’s Draft Aviation Policy Framework and issues surrounding future capacity, exemplified by cameos from A|D|S Sustainable Aviation, showing how growth is possible while sustaining the environment and from Rothwell Aviation Ltd suggesting a Northolt-based short term alternative to increasing capacity in the South East. The committee has established a process to ensure the Guild responds to specific government questions in the Draft Aviation Policy Framework, despite the deadline being one day after the next meeting. Longer term, the government’s plan for an independent commission suggests there will be more time to resolve definitive views into a Position Paper. These will be further informed by a high profile Guild Symposium on South East Airport Capacity covering options planned for 10th April 2012.

ATLAS Visit
The government decision to protect Olympic venues by enforcing strict controls on aircraft over large areas around London and elsewhere was met with some dismay by many aviators, especially those from the General Aviation (GA) communities. In retrospect, complying with these stringent planning and flying rules was undoubtedly better than a blanket ban on all non-IFR traffic. On 10 August DAA was invited, with representatives of the UK GA and business helicopter communities, to a briefing and a chance to visit ATLAS Control, the military air traffic unit that had been dove-tailed into the on-going NATS operation to provide air traffic service within the Olympics Restricted Zone. The enthusiasm of the Service personnel and the臼torous path to approval of use by UK operators.

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Education & Training Committee (E&TC)

E&TC Instructor Sub-committee are working hard to review current practice and to formulate clear guidelines on the essential air exercises an instructor should provide to a student en-route to licence award. Broader topics include debate on the suitability (or otherwise) of changes to the ‘Standard Stall Recovery’ proposed by some regulatory bodies in response to the Air France 447 accident report to the initial training environment, attitude training for potential students and ‘upset’ training at all stages of a pilot’s career, as well as on-going regulatory changes as EASA expands its coverage to GA and training.

Discussion Papers

The Guild’s “professional” committees debate a wide range of aviation related matters and by their nature, not all topics will lead to a Study or a Position Paper. To ensure that the lack of published Guild material cannot be construed as a lack of our interest from the Guild, DAA proposed a new category called Discussion Paper to the Court in July. Discussion Papers are defined as reflecting on-going discussion or research and therefore are not necessarily reflections of Guild current or future policy; they are not endorsed by the Court of the Guild. Following the Court’s agreement, two Discussion Papers, ‘Sense and Avoid Safety Level Requirements for Unmanned and Remotely Piloted Aircraft’ and ‘The Development of Future Airport Capacity in the South-East of England’ have been published. E&TC and TASC ongoing work, includes draft documents that did not achieve Position Paper status, may offer further opportunities.

CAA Group Director of Safety
On 22 August DAA met Gretchen Haskins. Although primarily an introduction and chance to explore how best to develop an effective relationship with CAA, the meeting also covered a number of current Guild topics. CAA was described as keen to be a listening regulator, open to the views of those it regulates but also tough on those who ignore or attempt to avoid regulation; it sees the Guild not only as a valuable source of expertise but also as a communication enabler since we can convey initiatives through our members in a way the CAA would find impossible. Therefore, at least at high level, the CAA is as keen to work effectively with us as we with them. DAA was encouraged to use Gretchen’s direct reports as primary contact points, principally Bob Jones for flight operations and Ray Elgy for training and licensing plus Gerry Corbit for Unmanned Aerial Systems (UAS); those relationships will be developed in due course. Current Guild topics discussed included: AF447 lessons, flight time limitations, airborne conflict, skill retention in the face of increasing automation and human factors in aircraft, air traffic and safety processes. CAA has just completed a new Annex 19 for ICAO, bringing all safety management requirements into one document. ICAO is promoting the principles of safety management around the implementation of a Safety Management System (SMS) in industry organisations and a State Safety Programme (SSP) in Contracting States. In line with this the UK SSP was established in 2009. Whereas EASA and ICAO are notoriously slow to agree and implement change, it was observed that, “If you really want to make things happen, embed it in this.”

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