



**International Advisory Committee
April 10, 2018
Alexandria, Virginia, USA
MINUTES**

Meeting Attendees

Bill Curtis	The Presage Group	IAC Chair
Harry Nelson	Airbus	IAC Vice-Chair
Joseph Barclay	Inflight Warning Systems	MAC Chair
Mark Burtonwood	Emirates	
Mike Gillen	United Airlines	
Frank Hildrup	NTSB	
Danny Ho	EVA Air	Ex officio – FSF BoG
David Mawdsley	Mawdsley Safety	
Jon Tree	Boeing Digital Aviation	
Randy Kenagy	ALPA	
Ratan Khatwa	Honeywell	
Sean Cassidy	Amazon Prime Air	
Linda Orlady	Orlady Associates	
George Hodgson	Southwest Airlines	
Jon Beatty	FSF	
Mark Millam	FSF	
Caren Waddell	FSF	

Agenda Items

1. Opening and Welcome

International Advisory Committee (IAC) Chairman, Bill Curtis, called the meeting to order at 12:45 EST. He gave his opening remarks and welcomed all attendees.

2. Attendee Introductions

The Chair led the attendee introductions around the room.

3. FSF Leadership Update

The Chair introduced Jon Beatty, President, Flight Safety Foundation (FSF), to the IAC. Jon gave a short introduction. Jon announced IASS 2019 in Taiwan, November 4-6, 2019. Jon then spoke briefly about BASS 2018 in Chicago, May 10-11, 2018, and the upcoming Annual EAC Safety Forum in Brussels. He then gave a brief update on IASS 2018 in Seattle. He let the group know that Boeing, through John Hamilton, is fully supporting the conference. FSF is aiming high and looking for high profile and dynamic keynote speakers. Keynotes with a technology focus are being considered as well. He then spoke about the two position papers recently issued by FSF. The papers addressed pilot competency and precision/non-precision approaches. Lastly, Jon informed the IAC that FSF is in the process of looking for new board members. One new member of the FSF Board of Governors (BoG) is Tulio Grasso from Embraer. He added that the FSF BoG continues to add diversity and increase international representation.

4. New Members/Review of Attendance

The Chair welcomed new IAC member, George Hodgson from Southwest Airlines. He also mentioned that new members were being considered from Delta Airlines, and JetStar.

5. Review/Adoption of Minutes and Action Items

The Chair asked for comments on the past meeting minutes. A name spelling correction was made on Page 5, Robert Van Eskern changed to Robert Van Eskeren. The meeting minutes were then accepted for the last two meetings.

The Chair then led the group in a review of the IAC action items (on page 9 of the draft 1-28-18 minutes).

Go arounds. The chair and Mark Millam talked about the go around workshop with Lufthansa, presented at SASS. The group looked at a demonstration of the workshop exercise on the web. The exercise involved creating a virtual airline, using some real data, asking questions of the group in the workshop. Then analyzing that data, and coming up with findings during the workshop related to the questions on go around and landing under unstable approach conditions. Next, the workshop develops a set of their own recommendations, then takes those recommendations and putting them into an operational procedure. A mock interview with the CEO of the virtual airline is conducted to demonstrate the before study/analysis and after study/analysis work. The workshop takes a full day and was well received. No other workshops are scheduled at this time. Ratan Khatwa suggested this as an add-on to IASS.

The IAC discussed IOSA standards in relation to go arounds. Bill Curtis approached IATA through their IRM meeting recommending two new standards. One was about airlines tracking their go-around compliance; the other was about changing an existing standard that only describes 1000 ft and 500 ft gates for GADM. Given that the GADM study suggests an additional 300ft requirement the IOSA audit standard may be difficult for some operators to demonstrate compliance. The IATA group did not agree at this time on the proposed changes.

The chair reminded the group that go arounds and the poor compliance results are still an issue and the safety improvements suggested through the study are still a big low-hanging piece of fruit.

Diversion capacity. Harry Nelson gave an update. Not too much has happened so far. Harry informed the group that IFALPA would be interested in helping with a questionnaire. He then read the opening part of the draft questionnaire to the group. (He will provide a sample for the minutes.) Harry wants to make sure there is international participation. He asked for IAC input on the questionnaire. The group discussed interest in participation from IATA, ICAO, EASA, FAA, and miscellaneous airlines. Committee members suggested using a digital/electronic questionnaire, using a checklist format, and stating “there are no wrong answers” upfront. Harry said a group would be formed to analyze the data. Harry will provide the IAC members a draft of the survey for member review and comment. Harry to select platform for survey distribution (Presage may be able to assist on request). Jon Tree volunteered to help spread the word through the IATA IFALPA committee. Harry is ready to get started and the IAC is prepared to help.

BREAK

6. FSF BoG Papers

The FSF BoG formed a program committee. This committee is looking at new relevant safety topics and initiatives, new areas of interest, and new ways to help advance safety in the industry. Craig Hoskins is the chair of the BoG program committee. This committee identified pilot training and competency, and visual approaches as areas of interest to the BoG. They composed a short paper on each topic and circulated them to all FSF committees and to a select group of non-committee members as well. Mark Millam reviewed the papers with the IAC.

Pilot training and competency. FSF would like to see work described in the letter be put into action. Mark asked what the IAC can do to help further the initiative. He asked the IAC if they know of others doing this work already. The committee suggested that the IATA training task force could be interested in working together on this issue. The committee also stated that ICAO, IFALPA training, and others are already working on this issue. Since there is already a lot of work being done by the industry on this issue, many groups working on pieces of it, the IAC agreed that there was an opportunity for them to help steer the issue. The IAC took the action item to take inventory of what work is already being done on this by the industry. Then it will see where it can fill in the gaps. Committee members agreed that this should be a global inventory. Best practices that are already in use and working in the industry should be highlighted. This includes requirements already being worked on (EBT, AQP, and ATQP). Get familiar where those other programs are at and see what remains.

201801 Action Item: Gather a working list of organizations, projects and training development underway that fulfills the position paper. IAC members to contribute their knowledge.

Frank Jackman gave some background on the paper published in ASW. He will share the comments he received through the FSF website with the IAC. The IAC noted that the R-22 incident referred to in the paper shouldn't have been used because it had not been validated/investigated yet.

Visual/Non-precision approaches. This paper was introduced by Mark Millam. The program committee has been working on the draft and it has been discussed at the last BoG meeting. The paper has not yet been published as an official FSF position. The IAC discussed the need to define what a visual approach is. They asked for clarification from the program committee on what problem FSF is trying to solve. Could there be other elements of this issue that stand out and need more focus? Pending these understandings, the direction of future actions will be determined. One area the program committee may want to consider is separating out manual flying skills. The IAC can work with the program committee to improve and clarify this prior to its publication. The chair asked for feedback. Several IAC members would like to clarify more on the original intent of this paper.

201802 Action Item: Gain further insight from Program Committee on the paper's intent. FSF Staff to contact C. Hoskins

The committee reviewed their list of ongoing action items. Following are updates.

-Image recorders. There is no urgency to issue a statement on this. An ICAO state letter was issued and a letter from FSF was meant to counter it. The time for FSF action has passed. The committee will keep this on its radar but there is no need to issue a statement at this time.

201504 Action item closed.

-UAS. No movement on this to date. There should be no new committees formed until an action item is identified. If Jon Beatty needs help on the UAS team, the IAC offered to help in the future.

201505 Action item closed.

-Maintenance safety workshops.

201507 Action Item updated.

-Establish a committee platform tool. Continue to investigate using the My Committee program.

201508 Action Item updated.

-Enhancing IAC communications. Use situationally.
201509 Action item closed.

-Establish membership on the IATA accident committee. Mark Millam will talk with IATA about this.

201601 Action Item updated.

-Additional go around work.

201701 Action Item – no further update. Need to clarify the difference between this action item and 201502.

-Small IASS group work.

201702 Action Item closed.

-Top 10 safety issues. Key safety issues are listed on the FSF website.

201703 Action Item closed.

7. Maintenance Advisory Committee (MAC) Update

Topics and speakers for the maintenance track at IASS 2018 were discussed during the agenda development committee meeting.

8. GSIP Update

Introduction of Tim Wilke, GSIP support at FSF. He is an analyst with Fort Hill group and will work with Mark Millam on GSIP projects.

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9. IASS 2018 Agenda Development Committee

A draft agenda for IASS 2018 was completed. Work is in progress to secure speakers and keynotes.

10. Roundtable

No new issues were introduced.

11. Meeting close

The meeting was adjourned at 3:30 p.m.