

# ROCHESTER AIRPORT

## JANUARY 2012

A new year and a new design for the newsletter because I felt it was time for a change. I hope you like what I have done this time.

So, it is the first month of the year and already the weather is becoming the hot topic of conversation at Rochester. 2011 was kind to us, in comparison to what we were getting on the weather front in December.

But despite that, there has still been a fair bit of activity going on.

There have been some interesting aircraft fly into Rochester which is always a good thing.

We had an Apache helicopter pay a flying visit to Rochester - not that we saw much of it as it was dark. But we did all see the Nav lights!

Kelvin was revalidated to work in the tower at the beginning of January and at the same time I was assessed in order to become the local FISO examiner for Rochester. We were both successful which was great, especially as the weather almost put the proverbial spanner in the works for the second time.

We had members of Medway, Gillingham and Maidstone Fire and Rescue visit the airport over a couple of days for their regular training and liaison visit. They were then followed by members of Strood, who visited for similar reasons.

We had our annual Health and Safety audit as well. It went very well, but Kelvin does have some extra paperwork to do.

A picture of Rochester taken at 9000 ft taken by Jack, who used to fly from Rochester, and kindly emailed to Kelvin



### A NOTE FROM THE EDITOR Julia Camp

So, it's 2012 and time to write the first newsletter of this year. I know Christmas seems like a life time ago now but I just wanted to start by saying that I hope you had a great Christmas and New Year. I wonder how all your New Year's Resolutions are going?

So it's January but the focus is already turning to the Summer, what with the Queen's Diamond Jubilee and the Olympics it's going to be busy for the nation. Life is going to get interesting at Rochester and I'm up for the challenge - whatever it might be.

But we have to get through the rest of winter first - hopefully it won't be too bad!

## UP AND COMING EVENTS

Thursday 2<sup>nd</sup> February

PAFRA Talk

"Stimulating Simulation with Max"

Saturday 25<sup>th</sup> February

PAFRA Event

Wine and Wisdom

Wednesday 14<sup>th</sup> March

PAFRA Talk

"Military Flying in the 60's"

Saturday 10<sup>th</sup> March

CAA Talk

"Get a Gold Medal in Olympics Planning"



If anyone wants to publicise local events, please email me the details.

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## EDITOR

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## Interesting Aircraft For January



A Zlin comes in from France for maintenance with Eagle Engineering



The long awaited Mk 26 Spitfire arrives at Rochester, marking the end of a long and difficult road for the owner.

## 2011 Recap



To download any of the 2011 newsletters or the review of 2011 please click [here](#).

## AN UPDATE FROM SKYTREK

WRITTEN BY MR A HODGES. OPERATIONS ASSISTANT

Well a month has flown past already and we have reached the end of what has been a respectable start to the year. There have been days where the weather has been a burden but on the whole for a January we can't moan.

So onto the achievements, on Monday 16th Oliver Cheney completed his skills test leaving Brian Bennewith speechless (which doesn't happen very often) as the flight was faultless. Also James O'Sullivan was sent solo by Brian Bennewith on Monday 9th

We sadly say goodbye to one of our original aircraft Cessna 152 G-CEFM 'Fox Mike' as it begins a new life at Redhill with Harvard Aviation and welcome G-BNKV not to be confused with G-BNIV.

Happy Flying



## WAITING OUT THE WEATHER



Although I really do like seeing the Kent Air Ambulance back in it's rightful place - I did feel sorry for the crew who had to sit out the weather in the cafe after they couldn't get back to Marden from a call.

The weather played it's trump card and transport by car was arranged for the crew. At least it shows it can happen to the best of us.

## WELL, IT IS WINTER!

The end of January has arrived, and so has the snow - just in case any of us thought we had got off lightly!

It might not be very thick but the effect on the visibility means it's stopped play for today.



## Wanted!

I know I keep mentioning it, but if any of you are willing and able to write an article for the newsletter, I really would appreciate it. I am sure you are all getting fed up with my waffling and there are only so many things I can write about. You can even write under a pen name if you want!

If you can help, then please email the article to me on [jcamp@rochesterairport.co.uk](mailto:jcamp@rochesterairport.co.uk)

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Written By Mr M.Baker

# CLASSROOM CORNER

## PRESSURE SETTINGS

WRITTEN BY MR. M BAKER



The use of Hecto Pascal or Millibars by some countries has, on occasion, caused experienced international flight crews (who are accustomed to inches of mercury) to misset their aircraft altimeters.

### Europe

- "[A] three-man, wide-body type aircraft flight crew experienced in European operations" was engaged in a difficult (9 degrees drift over water in heavy rain) VORDME approach to an MDA of 420 feet. The transition altitude had been 4,000 feet so the experienced, but weary, flight crew was late receiving ATIS, reducing the time available for completing their landing data. QNH was given as nine-nine-one.

The first officer was flying the approach and the captain called 1,000 feet MSL in descent. Shortly thereafter, the second officer called "300 feet radar altitude--go around!" A missed approach was flown and the "captain questioned the tower about altimeter setting 29.91 ...this was confirmed. A second voice, however, corrected that statement to 991 millibars" [emphasis added].

The aircraft's altimeters were reset from 29.91 to 991 millibars--a **640 foot difference**. The flight crew later calculated they had come within 160 feet of hitting the water.

What the flight crew SAW with the altimeter misset to 29.91"	But at 991 hectopascal, they were 120 feet below the MDA!
 <p data-bbox="309 1464 513 1496"><b>29.91 inches</b></p>	 <p data-bbox="635 1464 890 1496"><b>991 hectopascal</b></p>
<p data-bbox="108 1509 1050 1570">The non-precision approach had an MDA of 420 feet. The LEFT altimeter graphic is what the flight crew saw with a misset altimeter.</p> <p data-bbox="108 1597 1050 1731">The RIGHT altimeter graphic shows that they were actually 120 feet below the MDA at the point of the go-around. When executing a non-precision approach, it is common practice to use a higher rate of descent than for an ILS, thus, by the time that the aircraft's descent rate was arrested, they had actually descended as low as 160 feet above the surface!</p>	

Was this merely an isolated incident? Here is a second occurrence from the other side of the world.

We all tend to forget things we either have not used in a while, or we don't use very often. For those of us who need a refresher, here are three important "Q" altimeter settings:

### QNE

The standard altimeter setting of 29.92 inches of mercury (the contraction is Hg.), or 1013.25 hectopascal (hPa for short), or 1013.25 millibars (use mb).

See the sidebar on the next page titled "What's a Pascal?" to find out why hPa and mb are the same.

- ON THE GROUND--a variable elevation reading that is above or below actual elevation (unless the station pressure happens to equal 29.92 Hg).

- IN THE AIR--positive separation by pressure level, but at varying actual or true altitudes.

### QNH

Height above sea level when corrections are applied for local atmospheric pressure that is above or below the standard altimeter setting of 29.92 Hg. QNH is the altimeter setting provided in the ATIS information and by ATC.

- ON THE GROUND--the actual elevation above sea level when the aircraft is on the ground.

- IN THE AIR--the true height above sea level (without consideration of temperature).

### QFE

An altimeter setting that is corrected for actual height above sea level and local pressure variations

- ON THE GROUND--zero elevation when the aircraft is on ground. Thus, for an aircraft at the gate at Denver (actual airport elevation above sea level 5333 feet), the aircraft altimeters would read zero if set to QFE.

- IN THE AIR--the height above ground (without consideration of temperature).

The "Q" codes referred to here may be found in the Tables and Codes section of the Jeppesen Sanderson airways manuals.



## WHAT IS A PASCAL?

Written By Mr M.Baker

The term "hectopascal" is derived partly from the name of a 17th century philosopher and mathematician, and partly from the Greek.

Blaise Pascal was born in 1623 in France. A youthful genius in mathematics, at age 21 he developed and built the first digital computer. Pascal's Law of Pressure was developed in 1647 and is the principle that created hydraulic lifts, and eventually the hydraulic brakes in our automobiles. Using Evangelista Torricelli's work on the principle of the barometer, Pascal developed his own method of measuring barometric pressure.

Hecto is an irregular contraction of the Greek word for hundred from the metric system of measurement--hence hecto-pascal, often abbreviated to HP or hPa.

In common usage, one hPa equals one millibar.

## ANOTHER REMINDER FROM THE TOWER

### CAP 393 SECTION 7 AERODROME TRAFFIC RULES

40 Movement of aircraft on aerodromes

An aircraft shall not taxi on the apron or the manoeuvring area of an aerodrome without the permission of either:

- the person in charge of the aerodrome; or
- the air traffic control unit or aerodrome flight information service unit notified as being on watch at the aerodrome.

ALSO .....

This sign which is on the side of the tower means



"Aircraft may move on the manoeuvring area or apron only with permission of the Air Traffic Control unit at the aerodrome."

(CAP 410 Part B)

## The Orient

It was the end of a long over water flight...

- "Approach control gave the altimeter as 998 hectopascal. I read back 29.98. [The] approach controller repeated his original statement. Forgetting that our altimeters have settings for millibars and hectopascal (which I had only used once in my career, and that was 6 months ago), I asked where the conversion chart was. 'Old hand' captain told me that approach [control] meant 29.98. Assuming that he knew what he was doing, I believed him. We were a bit low on a ragged approach and I knew we were awfully close to some of the hills that dot the area...but it was not until we landed and our altimeters read 500 feet low that I realized what had happened."

## Quotes from Other ASRS Reports

- "Never having used mb before, the significance of 971 mb wasn't apparent to me until I read the equivalent Hg 28.68."
- "Dealing in millibars did not make an impression...[because of] the very low [atmospheric] pressure."
- "The copilot who had copied the ATIS gave me 29.97 when I asked for QNH. Gusty winds and [the controllers] thick...accent weren't helping things. [Obstructions] seemed unusually close to our altitude. [The] copilot had assumed 9-9-7 to be 29.97. " (500 feet low.)
- "[Given] altimeter of niner-seven-eight hPa. The hPa was somewhat muted. We set 29.78 [inches]." (900 feet low.)

## Factors

Several human and procedural factors appear to increase the possibility of misset altimeters in international operations.

## Fatigue

International flights from the United States are generally of long duration through several time zones. The element of fatigue in long distance flights is inescapable.

## Workload on Approach

Transition from standard altimeter setting flight levels (QNE) to sea level altimeter setting altitudes (QNH) are generally much lower than in the United States. Obtaining altimeter settings and landing data closer to the approach segment complicates the task of preparing data for landing at the very time the flight crew may be most fatigued.

## Language Difficulties

Rapid delivery of clearances coupled with unfamiliar accents, and contraction of hPa (hectopascal) or mb (millibars) increase the potential for error. This also must be true of flights arriving in the United States from other countries. Other flight crews communicating in their native tongues contribute to a lack of awareness of what other traffic is doing.

## Transition Layer

As many of you probably aware there has been much talk about changing the Transition Altitude in the South East, and looking at the CAA website today (yes I was very bored) I noticed that the CAA has approved the change of the Transition Altitude in the South East. It is now 6000 ft both Worthing and Clacton CTAs.

More complete details can be found [here](#).

## Customs and Special Branch

I just thought I would mention the customs and special branch requirements for Rochester - just in case the weather changes and it becomes appropriate once again.

Going to destinations in Europe (other than Ireland, the Isle of Man and the Channel Islands) the requirement is a MINIMUM of four hours before your arrival back at Rochester. This means the GAR can be submitted prior to your departure which sorts out the problems with the weather or any of the other factors that effect your plans.

For flights to Ireland, the Channel Islands and the Isle of Man a MINIMUM of twelve hours notice prior to you planned departure time is required.

These requirements are in place to make it possible for you to fly direct to these destinations as Rochester is not a customs airfield.

We will submit the forms for you, if you can get a copy to us. You can either drop the GAR into the tower if you happen to be passing, or just email it across to the tower on [tower@rochesterairport.co.uk](mailto:tower@rochesterairport.co.uk) or by even fax (see opposite).

By having a copy of the form, we are in a much better position to help if the needs arise.

## Communication Procedure

Only one person receiving the approach and landing data and passing that information to the rest of the crew means that a misconception or misunderstanding is less likely to be detected until too late.

## Cockpit Management

There is often inadequate crew briefing for approach and landing with no mention of how the altimeter setting will be expressed--that is, Hg, mb, or hPa. Flight crews also may not adequately review approach charts for information. Some airlines do not provide the second officer with approach plates; unless he or she makes an extra effort to look at one of the pilot's charts, the altimeter setting standard may be unknown.

## Experience Level and Currency

At least one airline experiences a constant turnover in the international group as senior pilots retire and other crew members bid off international schedules to upgrade to captain or first officer. Many of the international reports submitted to ASRS mention that at least one flight crew member is new to the operation. Airline training is usually reported as being adequate, but some of the training for international operations may not be used or need to be recalled for months after the training is received.

## Recommendations

- Review approach charts prior to the descent, approach and landing phase. Each flight crew member should pay particular attention to whether altimeter settings will be given in inches (Hg), millibars (mb), or hectopascal (hPa).
- Use precise radio phraseology; confirm with ATC any radio communication that is not fully understood. Radio phraseology considered standard in one country may not be accepted or understood in another.
- Keep more than one flight crew member in the communications loop--including ATC clearances and ATIS messages.
- Practice good cockpit management technique. Include in the approach briefing how the altimeter setting will be expressed.
- Observe proper crew coordination. Flight crews need to crosscheck each other for accurate communication and procedure. Question anything that does not seem right.

Some of the aspects involved, such as fatigue, will be more difficult to overcome. Implementing sterile cockpit procedures, avoiding distractions during periods of high cockpit workload, and getting adequate crew rest and nourishment will help to avoid those famous last words...

**...I ASSUMED.**



# Get a gold medal in Olympics planning



## Olympics airspace workshop Saturday 10 March 2012

Royal Geographical Society  
London SW7

To help pilots prepare for flying in south east England during the 2012 London Olympics, the Royal Institute of Navigation and the Civil Aviation Authority have joined forces to host a **free briefing day** in central London.

The event will feature presentations and Q&A sessions offering pilots the chance to get the latest information on Olympics airspace and also a workshop on navigation techniques.

Pre-registration is required and places will be provided on a first-come basis. To register, e-mail your full name and any affiliation (e.g. flying club) to [olympics@rin.org.uk](mailto:olympics@rin.org.uk). All bookings will be confirmed.

For details of Olympics airspace changes go to  
[www.airspacesafety.com/olympics](http://www.airspacesafety.com/olympics)

1100 - Exhibition, chance to acquire Olympics Airspace chart, plus flight-planning, equipment and web demos

### 1300 - Welcome

- Peter Chapman-Andrews (Director RIN)
- Andrew Haines (CAA Chief Executive)

### 1310 - The Olympics airspace restriction explained

- Wg Cdr Dawn Lindsey (CAA DAP)
- Wg Cdr Mike Tetlow (Met Police)
- Sqn Ldr Sian Ryan (LATCC Mil)
- Dan Lewis (NATS)

1430 - Refreshments *courtesy SkyDemon, Airbox, AOPA, BMAA & BHA*

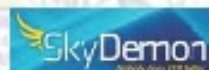
### 1500 - Airspace restrictions (continued)

- Jonathan Smith (NATS Infringements Lead)
- Colin Gill (CAA SRG)
- Air intercept procedures (a Typhoon pilot)
- Navigation techniques to stay out of trouble - Mark Batin FRIN (RIN)
- Presentations from industry
- Discussion

1630 - Exhibition (close at 1730)

... programme updates at [www.rin.org.uk](http://www.rin.org.uk)

Supported by:



## SAFETY EVENING DATES FOR 2012

Details of GASCo's safety evenings can be found on their website, by clicking [here](#).

<b>Tuesday 7th February 2012</b> <b>Starting at 1930</b>	<b>Halfpenny Green</b> Blakelands Hotel Halfpenny Green Bobbington South Staffordshire DY7 5DP	<b>Tony Dring</b> <b>Tel: 01384 221565</b> <b>E-mail: <a href="mailto:tonyjdring@btinternet.com">tonyjdring@btinternet.com</a></b>
<b>Tuesday 21st February 2012</b> <b>Starting at 1930</b>	<b>LAA Suffolk Coastal Strut</b> Mulberry Suite Greshams Sports Club 312 Tuddenham Road Ipswich IP4 3QJ	<b>Dave Trowse</b> <b>Tel: 07710 302821</b> <b>E-mail: <a href="mailto:dave82a@btinternet.com">dave82a@btinternet.com</a></b>
<b>Wednesday 22nd February 2012</b> <b>Starting at 1930</b>	<b>Norfolk Gliding Club</b> Tibeham Airfield Norfolk NR16 1NT	<b>April Banyard</b> <b>Tel: 01379 67207</b> <b>E-mail (preferred method of contact): <a href="mailto:admin@norfolkglidingclub.com">admin@norfolkglidingclub.com</a></b>
<b>Monday 27th February 2012</b>	<b>Stratford on Avon Gliding Club</b> Snitterfield Airfield Bearley Road Snitterfield CV37 0EG	<b>TBA</b> <b>Tel: 01789 731095</b>
<b>Tuesday 13th March 2012</b> <b>Starting at 1930</b>	<b>Royal Naval Air Station (Yeovilton)</b> Ilchester Somerset A22 8HT	<b>Simon Wilson</b> <b>Tel: 07779 288864</b> <b>E-mail <a href="mailto:t300@hotmail.com">t300@hotmail.com</a></b>
<b>Monday 26th March 2012</b> <b>Starting at 1915</b>	<b>Border Air Training</b> Terminal Building (Beneath the Control Tower) Carlisle Airport Crosby-on-Eden Carlisle CumbriaCA6 4NW	<b>Alan Pattinson</b> <b>Tel: 01228 573490</b> <b>(mobile 07790 710019 on day only)</b> <b>E-mail: <a href="mailto:caralair@orange.net">caralair@orange.net</a></b>
<b>Tuesday 27th March 2012</b> <b>Starting at 1930</b>	<b>Tayside Aviation</b> 1 Mercury Way Dundee Airpor tDundee DD2 1UH	<b>Jim Watt</b> <b>Tel: 01382 644577</b> <b>E-mail <a href="mailto:james.watt@taysideaviation.co.uk">james.watt@taysideaviation.co.uk</a></b>
<b>Wednesday 28th March 2012</b> <b>Starting at 1930</b>	<b>Dyce Flying Club</b> Aberdeen Airport Thistle Argyll Road Aberdeen AB21 0AF	<b>Kate Irvine</b> <b>Tel: TBA</b> <b>E-mail <a href="mailto:dockate@gmail.com">dockate@gmail.com</a></b>
<b>Thursday 29th March 2012</b> <b>Starting at 1900</b>	<b>Oban Airport</b> Main Terminal North Connel OBAN PA37 1SW	<b>Dixie Porter</b> <b>Tel: 01631 710920</b> <b>E-mail <a href="mailto:dixie.porter@argyll-bute.gov.uk">dixie.porter@argyll-bute.gov.uk</a></b>
<b>Friday 30th March 2012</b>	Cumbernauld Airport	<b>TBA</b> <b>Tel: TBA</b> <b>E-mail: TBA</b>