

During the autumn of 2013, former P o C Lars Holmström decided to resign from his post as chairman of Navigation Expert Group (NEG). Before he resigned, he asked me to succeed him. Subsequently, having submitted my curriculum vitae, I was selected by the executive board in Februar 2014, to be the new point of contact PoC and chairman of NEG. Mr Holmström has been most helpful by introducing and by informing about the past work he has done, and about the future tasks.

Later on I was invited to participate at the FAI Active members presidents meeting on June 7 held at Hotel Clarion airport hotel, Stockholm Arlanda airport. It was valuable to meet members of the executive board, and to meet Beat Neuenschwander and Otto Lagerhus in person. I also had a few words with FAI president dr John Grubbström and Secretary General Susanne Schödel.

Also during the meeting I was given the opportunity to briefly present myself to the acting members. I gave the members a few details about myself and my profession, and offered NEG services to the members regarding navigation issues in order to promote access to air space, the development of affordable air sports and maintaining safe navigation. The latter could also mean flying with good airmanship standards.

The NEG has recently started to work with the issues listed in the task list submitted by the Executive board.

Since the task list for 2014 contains many issues regarding for example the introduction of UAVs in non-segregated airspace and new electronics such as GPS equipment, FLARM (Flight Alarm), Power Flarm electronic flight bags. i.e portable flat screens (Ipads) with digital maps, manuals etc.

I have asked the NEG member to extract from the current task list what issues they feel to be given priority.

The items and comments I have recieved from the NEG members, discusses the problems of introducing UAVs and some solutions. Other experts mentions deteriorating airmanship possibly due to divided attention between a good look out from the cockpit and electronic devices onboard the aircraft. The issue of reduced available airspace for airsports was raised. Some of the comments

also mention a future where airspace regulations mandates additional expensive navigational equipment to be installed in aircraft. Perhaps a part of the the airports community have a conflict when one hand promoting pilots licens with reduced number flight hour in order to minimize cost and on the other hand more more avionics are introduced which could sometimes be too demanding for the pilot. The new electronic equipment can of course be useful to the airport pilot, but it could also introduce some unknow sideeffects.

The previous NEG reports have explored new technologies and equipment for air navigation and to some extent the potential benefits. When following the debate in the press and news media discussing new technology, perhaps one of drivers for the airspace regulator and ATM-service providers are decreased cost for infrastructure, and increased capacity for airtraffic control.

The plan ahead is to ensure that the NEG members each has a working video conference facilities available and establish routines in order to support the work we have ahead of us.

Hopefully we will have our first video conference (Skype) at the end of June, the second one in mid of August.

So far my personal view on continuing our task is to contribute to guidelines that leads to good airmanship as many air sport pilots utilizes new electronic devices, whether they are installed on an aircraft or carried on board before a flight. A culture of good airmanship and good judgements when using available equipment, i.e. GPS, Ipad, Flarm is what I think is critical for a strategy that may lead to sufficient air space for the different airports to share with other stakeholders.

/Carl Stålberg, 20 June 2014.

