

BPA PILOTS' SUB-COMMITTEE MINUTES

Hanover International Hotel, Watling Street, A5 Hinckley, Leics., on the 19th January 2002.

Present:	Tony Knight	-	Chairman
	Dick Kalinski	-	JSPC-N/APA
	Antony Richards	-	LPC
	Mike Westwood	-	RAFSPA
	Nick O'Brien	-	APA
	Justin Sheppard	-	Silver Stars
	Jeff James	-	JSPC-N/APA
	Steve Apps	-	JSPC-N/APA
	Angela Hickling	-	BPS-Langar
	Nick Gooch	-	UKPS
	Ken Broomfield	-	Skyriders D/T
	Gerwyn Walters	-	NLPC
	Adrian Green	-	Target
	Dave Worthington	-	Target
	Chris Antoniou	-	Cyprus
In Attendance:	Tony Butler	-	Technical Officer

ITEM

1. APOLOGIES FOR ABSENCE

Apologies for Absence had been received from David Burnett, J. G. Cooper and Ian Middleton.

2. MINUTES OF THE PILOT'S MEETING OF THE 9TH AUGUST 2001

It was proposed by Angela Hickling and seconded by Tony Knight that the Minutes of the Pilots' Meeting of the 9th August 2001 be Approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 9TH AUGUST 2001**

There were no matters arising from the minutes of the Pilots' Sub-Committee meeting of the 9th August 2001.

4. **INCIDENTS/ACCIDENTS**

Only one incident report has been received concerning aircraft since the August meeting:

A Cessna 206 experienced engine problems (not running smoothly) at 4,500ft. Jumpers dispatched over PLA. All jumpers and aircraft landed without problem.

5. **TRANSPONDER – MODE 'S'**

Some concern had been expressed regarding the proposed mandatory use of Transponder – Mode 'S' throughout Europe for all aircraft. The Chairman had looked into this and was able to supply those present with some information.

ICAO Annex 6 will require all aeroplanes and helicopters to carry an altitude encoding transponder by 31st March 2003, which could be either Modes 'C' or 'S'. However, the UK has taken the decision to align the introduction of Mode 'S' in 2008, with the mandatory carriage of a transponder in the open FIR. Thus, there would be no UK requirement for aircraft operating in the open FIR to be compliant with the ICAO 2003 deadline. Meanwhile, consultation would be initiated at the appropriate time in order to provide sufficient notice of any requirement to transponder equipment from 2008. The 2008 mandate would apply to all aeroplanes and helicopters, including microlites and hang-gliders.

With regard to Mode 'S', it is still the UK's intention to mandate its use from 31st March 2005 in Terminal and En-Route Airspace. The CAA have, however, stated that they would not mandate an SSR transponder that was not technically or operationally viable. The CAA have also stated that they would consider requests for exemptions to the requirements.

Some discussion on the matter took place, with some concern being raised that the requirements could cause problems for displays, depending on the location.

6. GASCO MEETINGS

Angela Hickling was present and gave the meeting the following details of recent GASCo meetings.

At the GASCo AGM in May 2001, a new Chairman, Roger Dunn was elected to replace Peter Skinner who had been acting Chairman for over a year, since the death of previous Chairman, Bill Scull.

At the August meeting there had been much discussion regarding two issues affecting ATC services used in the open FIR; the Lower Airspace Radar Services and Flight Information Services.

There is concern about the reduction of LARS, i.e. Stanstead and Luton have gone and Farnborough may follow. GASCo set up a working group to gather information and made some recommendations to the CAA. These include, the proposal that there should be no further reductions in the provision of LARS until such a time as the results of the study into the operation of LARS, currently being undertaken by the CAA is complete. Another is that the CAA study into LARS should provide an opportunity for input by all interested parties, including GASCo.

A GASCo working group has been set up to look into the differences in Flight Information Services. Civilian A.T. Units provide information and traffic avoidance where time permits, but Military A.T. Units are not required to provide anything more than a listening watch. It is felt that the terminology is confusing.

In November GASCo held its Second Annual Day-Long Seminar. The subject was Met Services, Maps and Navigation, and how GA pilots of all types of aircraft, helicopters, balloons, gliders etc could use the services available to them and how to use the information that can be obtained from these services. The object of the seminar is to reduce the frequency of accidents caused by inadequate flight planning in relation to the weather and navigation and in particular the over reliance on GPS during flight.

Some concern had been expressed at the GASCo meeting by a member of the UK Airprox Board regarding incidents over gliding and parachuting sites. It had been felt by some that in the AIP the practice of listing the parachuting sites with the name and phone number of the local ATSU was unhelpful, especially as many of them were closed at weekends and some GA pilots were unable to check if clubs were operational. It was felt that the AIP should include club frequency and telephone contact numbers.

This subject generated considerable discussion and it was pointed out that the BPA already produces a form (BPA Form 192) which gives locations, frequencies

and contact telephone numbers of all clubs. These forms have been produced and sent to other GA organisations specifically for the purpose of assisting them.

It was decided by the meeting that the forms should be sent to CCIs asking them to check the information, so that the forms can be updated as necessary and sent to GASCo for general distribution. It was also felt that the form/information could be included on the BPA web site in an easily accessible area, even though the form can be found currently in the document section.

7. A.O.B.

- a) The Chairman informed those present that since the last meeting there had been no new pilot examiner ratings issued.
- b) The Chairman reminded those present that operators of large British registered aircraft, such as Cessna Caravans that they will need to apply themselves to the CAA, by the 31st March 2002, for exemptions against the TAWS requirements with regard to GPWS.
- c) It was suggested by Chris Antoniou that the Pilots' Committee might like to consider awarding a trophy, similar to the Instructor of the Year award, to a 'Pilot of the Year'. The meeting were generally in favour of idea, but a criteria would need to be considered. The Chairman invited members with ideas to send them in writing to him at the BPA offices.
- d) The Chairman informed the meeting that he had appointed Nick Gooch as Vice Chairman since the last meeting. Nick is a BPA Pilot Examiner and works as a co-ordinator for NATS in Terminal Control. He had carried out some work with regard to airspace problems on the BPA's behalf and it had been appropriate for Nick to have an official position.

The Chairman stated that he would like the meeting to ratify the appointment. It was therefore proposed by Tony Knight and seconded by Steve Apps that Nick Gooch be elected Vice Chairman of the BPA Pilots' Sub-Committee.

Agreed by those present

8. DATE OF NEXT MEETING

Because of the continued low attendance of pilots at the mid-year meeting, it was decided at the last meeting that in future there would only be one Pilots' meeting per year, at the AGM. However, a meeting could be called at anytime should there be an important issue that would warrant at special meeting.

Agreed by those present

Therefore, the date of the next meeting of the Pilots' committee would be the 18th January 2003 at the AGM.

Tony Butler
Technical Officer

22nd January 2002

Distribution

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