

# BPA PILOTS' SUB-COMMITTEE MINUTES

**Hinckley Island Hotel, Watling Street, A5 Hinckley, Leics.**  
**on the 20<sup>th</sup> January 2007**

<b>Present:</b>	Tony Knight	-	Chairman
	Mike Westwood	-	Skydive Weston
	Kieran Brady	-	Skydive Strathallan
	Angela Hickling	-	British Parachute Schools
	Sandy Barnett	-	St Andrews
	Stuart Meacock	-	Peterborough
	Paul Moore	-	JSPC(L)/RAPA
	Robin Durie	-	JSPC(N)/APA
	Steve Wilkins	-	North London
	Gerwyn Watkins	-	Swansea
	Dick Kalinski	-	NWPC/Peterlee
	<i>Geoff Kent*</i>	-	<i>Skydive London</i>
<b>In Attendance:</b>	Keith Thomas	-	CAA
	Tony Butler	-	Technical Officer

**Observers:**

***Note:*** *The meeting attendance sheet was not returned following the meeting. If you attended the meeting and your name is not above, please contact the office so that the 'master' minutes may record your attendance.*

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## **ITEM**

### **1. APOLOGIES FOR ABSENCE**

Apologies for Absence were received from John Brompton, Gordon Cooper, *Shaun Wilson\** and *Bob Punty\**.

### **2. MINUTES OF THE PILOT'S MEETING OF THE 21<sup>ST</sup> JANUARY 2006**

It was proposed by Paul Moore and seconded by Stuart Meacock that the Minutes of the Pilots' Meeting of the 21<sup>st</sup> January 2006 be approved.

Agreed by those present

*\*Added subsequently.*

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 21<sup>ST</sup> JANUARY 2006**

There were no matters arising from the minutes of the Pilots' meeting of the 21<sup>st</sup> January 2006.

4. **INCIDENTS/ACCIDENTS**

The Chairman stated that 2006 was a relatively light year for parachuting aircraft incidents. He gave the meeting brief details of the incident/accident reports received during the past year:

- a. 16<sup>th</sup> May 2006 A Nomad climbed to approximately 10,000ft without problem. However, at 10,000ft the pilot requested that the parachutists exit the aircraft as he had a steering problem. All 9 parachutists landed safely, as did the aircraft.
- b. 11<sup>th</sup> June 2006 A turbine Islander had the door fall off the aircraft at 4,000ft, after two parachutists had left. The remaining parachutists landed with the aircraft. The door landed in open countryside.
- c. 24<sup>th</sup> June 2006 A G92 aircraft had a heavy landing following a parachuting lift, requiring inspection of the undercarriage. There were no parachutists on board when the aircraft landed.
- d. 9<sup>th</sup> September 2006 A Cessna 207 was taxiing prior to taking off for a display at an airport. The pilot did not see a runway marker and the aircraft struck it head on, stopping the engine. There were no injuries.
- e. 10<sup>th</sup> September 2006 A Cessna 206 overshot the runway deep into a field, following a parachuting lift, damaging the propeller. No injuries.

5. **WORKING GROUP FOLLOWING AAIB REPORT ON THE DUNKESWELL AIRCRAFT ACCIDENT**

The Chairman advised those present that a great deal of work by the Pilots Working Group (PWG) had been carried out. He stated that the bulk of the PWG report was due to be completed within the next three weeks or so.

The Chairman stated that the areas regarding pilot training was complete and had been accepted by STC.

The Chairman also informed those present that three areas were still to be completed:

- a. Crash Brace Positions. Tony Knight stated that the PWG has attempted to obtain

firm advice and recommendations regarding appropriate crash brace positions for parachutists who may be faced with an aircraft emergency landing or crash scenario. In particular advice has been sought from Qinetiq, the Cranfield Impact Centre (Cranfield University), the CAA, the FAA, the National Transportation Safety Board of the USA, and The Joint Air Transport Evaluation Unit at RAF Brize Norton.

The PWG has sought guidance as to the brace positions, which are the most suitable for parachutists to adopt according to the nature of the seating position they have been allocated within the aircraft. Types of seating position vary between aircraft and within aircraft. Unlike civil passenger transport, where most passengers are carried in forward facing upright seats with lap restraints, parachutists are likely to be faced with a variety of (often unrestrained) seating positions.

There was little formal research available in this area but the PWG had formulated recommendations which had been reviewed by several agencies.

The Chairman stated that the recommendations regarding brace positions were sent out with the agenda and would be presented to STC at their meeting of the 1<sup>st</sup> February 2007.

- b. Aircraft Crashworthiness The Chairman stated that the PWG believed that it was not qualified to make basic design recommendations regarding the crashworthiness of aircraft cabins. They were attempting to address the question of minor modifications which would enhance safety but had encountered procedural difficulties in this area. As an example they had attempted to resolve the problem of the Cessna 206 P2 seat having to be removed for parachuting, even whilst pilot training. This should have been a simple task of changing flight manual supplements. However, to do this would be regarded as a Minor Modification and this now comes under the auspices of EASA.

A Minor Mod may only be incorporated after a complicated and expensive bureaucratic process. The PWG were in the process of attempting to address these difficulties.

- c. Pilots' Manual The Chairman informed those present that the Pilots' Manual was expected to be complete in draft sometime in March. He stated that once it had been completed, it would be sent to Club Chief Pilots and Pilot Examiner for comment, before being presented to STC for approval.

## 6. GASCO MEETINGS

Angela Hickling informed those present that there had been four GASCO meetings during 2006 and gave details of a number of items discussed relevant to parachuting. She had produced a report, which was available to those present. The Chairman stated that Angela was no longer able to represent the Association at GASCO meetings, a position she has held for in excess of 10 years. He thanked Angela for the excellent work she has carried out on the membership's behalf.

The Chairman informed those present that Kieran Brady had agreed to take over the role as GASCO representative. He also stated that there were a number of organisations where BPA pilots represented the Association. He stated that Paul Hollow was our representative at GAAC and that he was the representative to NATMAC. He also stated that Mike Westwood had recently represented the Association at a NATS meeting.

## 7. A.O.B.

- a. The Chairman introduced Keith Thomas from the CAA to the meeting and asked him to advise the Committee regarding the CAA's position on TAWS. Mr Thomas informed those present that the CAA will renew the TAWS Exemptions on 1 Apr 07 which will be valid to 31 March 2008. The 06 Club 'Permissions' gave a "heads-up" that this Exemption may not be renewed from '08 and advised Operators to plan accordingly. The text from the '06 renewal stated:

*'Please note that the above Exemption (this referred to engine life), and that currently issued against the carriage of TAWS in turbine aircraft above 5,700 kg and/or having more than 9 seats, may no longer be available from 2008 when EASA take over responsibility for Commercial Operations. It would therefore be prudent for such Operators to make financial plans for such an eventuality.'*

He stated that the ANO 2005 was changed to require turbine aeroplanes above 5700kg or approved for more than 9 passengers to have TAWS A or B when flying for purposes other than public transport. (ANO Schedule 4(5)(11)(a) or (b) Scale X (1) or (2)).

The CAA has decided that from 31 Mar 08 the Exemption may not be renewed.

From 31 March 2008 the DfT may be advised not to issue Permits to foreign aircraft for the purposes of parachuting unless they are equipped with TAWS. The requirement would therefore apply to both foreign and G registered aircraft. However prior to taking any decisions the CAA will consult both Clubs and display teams.

- b. The Chairman stated that Mike Westwood had represented the Association at a NATS to discuss briefing on the 15<sup>th</sup> January regarding the development of Terminal Control South West (TCSW) airspace. Mike stated that the project is part of a rolling programme of controlled airspace changes to provide additional capacity, in response to the extension of the regional airports. The objectives of the TCSW development are to improve safety, minimize delays by increasing capacity by 7% and reduce the complexity of the routes around Compton beacon west of London.

The proposed airspace stretches from the New Forest to Worcestershire and consists of extending the airways A34 and R41 approximately 5 nm to the west. The existing lower limits of A34 will be reduced to FL145/FL105 and the new base of R41 extension will be FL65. Although the A34 extension will operate H24, the R41 extension will be shared on a flexible basis with the military as it encroaches on the Boscombe Down/Middle Wallop area. For comparison, Netheravon DZ is located 9nm to the west of the proposed R41 extension. Terminal Control will use the airspace from 17.30 to 09.30 hours local. NATS intends to seek formal written responses to the changes from stakeholders during the period February to May 2007 and the planned implementation date is March 2008.

- c. The Chairman informed the meeting that during 2006 there were five Pilot Examiner ratings issued, all under the old rating system:

<u>Name</u>	<u>Pilot Examiner No.</u>
Anthony Cooke	241
Paul Moore	242
Stuart Palmer	243
Jim White	244
Christos Kyriakides	245

- d. The Chairman stated that a draft poster was available, which, if accepted by STC would be displayed at Clubs, advising potential parachutists e.g. Tandem Students, that parachute aircraft do not operate under the same regulatory standards as commercial flights. The CAA were keen to ensure that those taking part in activities such as parachuting, microlight flights, ballooning etc fully understood that these activities were not controlled in the same manner as commercial airlines.

**8. DATE OF NEXT MEETING**

Provisionally: 26<sup>th</sup> January 2008  
Hinckley Island Hotel  
Hinckley, Leics. (Date and location to be confirmed)

22<sup>nd</sup> January 2007

Tony Butler  
Technical Officer

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