

BPA PILOTS' SUB-COMMITTEE MINUTES

**Hilton Hotel, North Promenade, Blackpool, Lancs.
on the 16th January 2010.**

Present:

Kieran Brady	-	Chairman
Grant Richards	-	UK Parachuting
David Goodwin	-	Peterlee
Dick Kalinski	-	NWPC/Peterlee
Gordon Cooper	-	Black Knights
Sandy Barnett	-	St Andrews
Jim White	-	St Andrews
Duncan Haynes	-	NWPC
James Swallow	-	Target Skysports
Dave Ibbotson	-	Target Skysports

In Attendance: Tony Butler - Technical Officer

Observers: Steve Thomas, Pete Marsden, Mark Whitehead, Jason Thompson, Mal Richardson.

ITEM

1. APOLOGIES FOR ABSENCE

Apologies for Absence were received from; Mike Westwood, Angela Hickling, Tony Knight, Paul Moore.

2. MINUTES OF THE PILOT'S MEETING OF THE 10TH JANUARY 2009

It was proposed by Grant Richards and seconded by Dave Ibbotson that the Minutes of the Pilots' Sub-Committee Meeting of the 10th January 2009 be approved.

Agreed by those present

3. MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 10TH JANUARY 2009

Page 5 (Item 5 – TAWS) The Chairman updated the meeting regarding the current situation concerning TAWS. He stated that the UK CAA had extended the

exemptions until EASA decide what the requirements will be. The indication is that it will not be until 2011 at the earliest and possibly 2014.

4. INCIDENTS/ACCIDENTS

The Chairman gave the meeting brief details of the incidents/accident reports received during the year:

- a. 12th April A King Air that lost power in one engine at approximately 7,000ft. The engine had to be shut down. The parachutists exited and they and the aircraft landed without further incident.
- b. 9th May A Nomad had to land with all parachutists on board, due to poor weather. Upon landing the undercarriage collapsed. No injury occurred. This incident was investigated by the AAIB, their report is expected to be published in January/February 2010. The incident highlighted the possible lack of pilot training on foreign registered aircraft and it had therefore been decided to form a Working Group to look into this aspect of pilot qualifications/training. The Working Group consisted of Kieran Brady, Sandy Barnett and James Swallow. Their findings/recommendations are expected to be available in the near future, possibly by the February STC Meeting.
- c. 30th May A G-92 lost the skin from the starboard mid-flap during climb. The jumpers exited at 9,000ft and they and the aircraft landed without further incident.
- d. 21st June A report had been received of a tail-strike where a parachutist's back-pack hit the leading edge of the aircraft tail, an Airvan, causing a small dent. The parachutist received slight bruising to her back. Both the Technical Officer and the Chairman of the Pilots' Committee investigated this incident. It appeared that the jumpmaster opened the door of the aircraft and a group climbed out before the aircraft was in the correct configuration, the tail started to drop and the fifth jumper out struck the tail. The Club has now tightened up its procedures with regard to exit signals/instructions. The Chairman commented that as the Airvan was relatively new to parachuting operations in the UK, he had suggested to operators that they should get together to discuss potential problems etc. His understanding was that this had been done.
- e. 15th November A report had been received of a Cessna 206 running out of fuel. The pilot did not have sufficient reserves of fuel, as per his club's requirements. He then got held at altitude by air traffic control, after which it became cloudy, and as the pilot was descending with the parachutists on board it ran out of fuel. The aircraft landed safely with all on board. The

club had disciplined the pilot. He was grounded for a month, after which he was to be completely retrained.

5. EASA

The Chairman stated that it is generally felt that the European Air Safety Agency (EASA) poses a significant threat to our sport. The regulation of sport parachuting in the UK was now passing from the CAA to EASA. This means a wholesale change to the regulatory regime. Our sport has to fight for its place in this new regime. Because our sport, to EASA, represents such a small part of the overall regulation of air safety, there is a risk that the sport could be pummeled out of existence by red tape designed for commercial air transport, but one to whose regulations our sport could fall foul by default. The mechanism to avoid this is to secure an 'acceptable means of compliance' or AMC against commercial air transport regulations. Consultation on these regulations ran into many hundreds of pages. Therefore writing an effective AMC is a highly skilled and time-consuming job.

The Chairman informed the meeting that he had suggested to Council that they might wish to consider the BPA drafting an AMC with the intention, if it was successful, of allowing all BPA Affiliated Clubs & Centres to operate under its provisions. It might even serve as a template, through EPU, for parachuting operations in certain other European nations.

The Chairman stated that Tony Knight has been engaged by the BPA as a consultant to respond to consultation on European regulations. He wrote a position paper for the Council that was circulated to all Clubs.

EASA had not yet published its replies to the responses it had received to its consultation on draft legislation, which included responses that Tony Knight and he had filed on behalf of the BPA.

Pete Marsden asked what the position was with the likely scrapping of the IMC rating. The Chairman stated that although this is very much an agenda item it in its self is not that high on the list of priorities as it is a qualification required by some of our pilots to operate in certain circumstances most of which would change if the current list of proposed amendments were to be implemented. However the early signs on this subject are that EASA recognises that there is a very strong opinion in the UK for the retention of the IMC rating and no argument with regard to safety to scrap it. GASCO and the LAA are very strong in this area and have been lobbying on this subject with our considerations in mind for some time now; and talk has been that a variation of this qualification may be available with an upgrade of about 4 hours to gain what may be a new European limited IR rating.

6. GASCO MEETINGS

The Chairman stated that he had attended all but one of the GASCO meetings in 2009 on behalf of the Association and stated that there was very little of any significance other than the Chairman of GASCO changed during the year. The new Chairman is Mike O'Donahue.

The Chairman also stated that GASCO brings to our attention that a new interactive guide to radio phraseology for General Aviation pilots has just been launched and is available on the CAA website at www.caa.co.uk/cap413supplement3.

The guide provides easy to follow examples covering the most common radio calls that a GA pilot makes. In many cases these are also available as an audio clip that will allow pilots to hear the actual phraseology in use.

Areas covered in the guide include:

- . Arriving at and departing from aerodromes
- . Cross country flying
- . Operating from unattended airfields
- . Instrument approaches
- . Emergency messages

It is recommended that pilots visit this site to confirm that all are using correct procedures.

7. A.O.B.

- a). The Chairman stated that since the last meeting there had been 6 Pilot Examiner ratings issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
Simon Coombs	249
Simon Chipp	250
Aron Jones	251
Neofytos Ioannou	252
Steven Copeland	253
Chris Rika	254

- b). The CAA issued a press release in July 2009 detailing it's position with regard to 'S' Mode. This had been sent to all Clubs.
- c). Steve Thomas of the Cyprus Combined Services Parachute Centre stated that he was looking for a CPL pilot who may wish to fly for the centre until November 2010 and if anyone knew of a pilot who may be able to help, they should contact him at the Centre (0035 724 744 337).

8. DATE OF NEXT MEETING

22nd January 2011
Barceló Hotel, Daventry, Northants.

22nd January 2010

Tony Butler
Technical Officer

Distribution

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