



Pilots' Circular

Issue 12/03

December 2003

Editor: Colin Butter

108 Marsh Benham
Newbury
Berkshire
RG20 8LY

e-mail: colin.butter@bbsrc.ac.uk

Fax: 07977 035212

Phone: 01635 528164

Copy date for next PC is January 9th

Contents

| | |
|--------------------------|---|
| Map Marking | 1 |
| New BBAC Website | 2 |
| New Medical Arrangements | 3 |
| Technical Information | 4 |

Map Marking

For those of you who have not been following this saga, there is a move to change the system of Sensitive Area marking. This stems from a proposal made to Main Committee by Western Region. The new system was proposed in order to reduce the 'clutter' on BBAC marked maps and to provide the pilot with valuable information regarding landing choices. The detail and logic of this system can be got from <http://www.bbac.org/members/info/mapclassificationproposal.pdf> but in brief:

Proposed colour system:

Black – avoid at all costs – major problems possible legal or violent action

Red - balloons unwelcome – avoid if possible – expect an unfriendly reception

Amber – balloons welcome but will be charged a fee for landing in excess of £10.
Fee may be quoted

Green – balloons welcome landing fee charged at the national NFU/CPLA/BBAC rate

Height markings are to be included for in flight hazards. Descriptions of hazards are to be reduced to a simple one or two letter code.

Main Committee's response was to approve the new system immediately, without further consultation with other regions. Some individuals and regions have now objected to the new system on a variety of grounds, including complexity. Although the initial response from the committee was

dismissive of these views, they have now agreed to reconsider the matter. The following is a letter (edited for clarity) from Crispin Williams, BBAC Chairman:

“You have probably heard, or written to me about, the proposed introduction of a more detailed marking system for flying maps. A new, and more detailed, system was proposed to the last main committee meeting by the Western Region and the committee thought that it was an improvement and proposed accepting it. Lindsay Muir for her part, as both coordinator of the SAs and as the map overprinter, could see no difficulty with this more detailed system.

All regions are welcome at these committee meetings and the cost of a representative from each region attending will always be paid. Unfortunately there were no regions other than the Western represented at this particular meeting.

As word of the changed system has filtered out there have been a number of cries from the regions that they should have been consulted.

Fair enough.

The new system has been put on hold and will once again be on the agenda at the next committee meeting. Please would you consider the proposal and consult with members in your region. Having come to a considered opinion would you please either reply to me at crispinw@hotmail.com or, better still come to the next main committee meeting that will be held at the Hilton on the Saturday of the Icicle. I am unsure of the time but I am sure that a call to Anne Jones (Sec) will provide an answer.

If this new system is accepted by the majority of you then it will be introduced progressively. None of our maps will be out of date. You may well consider that the greater information that this revised marking offers to you as a pilot or there again you may not.”

New BBAC Website

New BBAC Website - calling Officers, Instructors, Inspectors, Examiners & LROs

The new BBAC website will shortly be going live.

One of the changes we've implemented is the linking of the various lists of names for Officers, Instructors, Inspectors, Examiners & LROs etc etc to the membership database so that we maintain up to date contact details for these folk.

Therefore, if you fall into these categories you should advise Andy Caie (membership@bbac.org) of any recent changes to address or home tel.

You will be able to administer your own email address, work & mobile phone numbers from the new website.

Inspectors based at manufacturers will still be listed against the factory address on the Inspector listing.

Adam Gorman & Richard Allen, BBAC Webmasters webmaster@bbac.org

New Medical Arrangements

The following information from Tony Pinner outlines the new arrangements. Please note that if you or your GPs have any questions relating to the new NPPL medical, the first contact should be the BBAC's Medical Advisor, Dave Bareford.

Medical Fitness for UK Balloon and Airship Pilot Licences

Balloon and airship pilots have previously required a UK national medical certificate (Class 1/2/3 or Form FCL 150/AB) to fly. Now, when a medical certificate expires or when a student pilot starts flying, the medical requirements for these pilots will either be to the JAR Class 2 or to the National PPL DVLA driving medical standards. This changed on 1 December 2003 for private pilots and on 1 January 2004 for professional pilots. Any pilot with a valid UK certificate can continue with that until it expires and then renew to the new requirements. However, the new validities (all will have more time between medicals) cannot be transferred to an old UK certificate. The old and new requirements are listed in the table below:

| | OLD | NEW |
|---|--|---|
| CPL (Airship) | UK Class 1 | JAR Class 2 |
| CPL (Balloon) unrestricted Public transport | UK Class 2 | JAR Class 2 |
| CPL (Balloon) restricted Aerial work | UK Class 3 | National PPL (DVLA Group 2) |
| PPL (Balloon and Airship) | Airship – UK Class 3 Balloon – CAA Certificate 150/AB | National PPL (DVLA Group 1 or 2) |

If you are a student or private balloonist or airship pilot, PPL (BA), and you do not wish to progress to a commercial licence, you should follow the procedures to obtain a National PPL Declaration of Health which has to be signed by you and countersigned by your GP. This can be found at: <http://www.caa.co.uk/srg/med/document.asp?groupid=305>. If you have a valid Form 150/AB medical certificate, you can continue to use it until it expires.

If you have, or will be applying for, a CPL (B) restricted to do aerial work (not public transport) you will need to reach DVLA Group 2 professional driving standards. For this there is a special Declaration of Health form with explanatory notes for you and your GP. This needs to be signed by you and then countersigned by your GP. You can use this Declaration of Health as a student or private balloon pilot whilst you are progressing to a CPL (B) restricted, thus removing the need for the countersignature of a new form when you obtain your CPL (B) restricted. If you are using a UK Class 3 medical certificate to maintain a CPL (B) restricted, you can use that until it expires. If you do not have a GP, or your GP

does not wish to countersign your Declaration of Health, you will need to will need to obtain a JAR Class 2 medical certificate from an AME (see below).

If you are a commercial airship pilot with a CPL (AS), or a commercial balloon pilot engaged in public transport with a CPL(B) unrestricted, you will require a JAR Class 2 medical certificate to maintain your licence privileges, though you can use your UK Class 1 or 2 certificate until it expires. The JAR Class 2 requirements, both at initial and revalidation/renewal examination, can be found in the section of this website on JAA medical requirements. The initial JAR Class 2 medical examination and any subsequent revalidation/renewal examinations can be carried out by any UK CAA Authorised Medical Examiner (AME). It is not now necessary for initial applicants to visit the CAA Medical Division at Gatwick for their first examination, but please note that these are UK licences so all medical examinations must be done by UK AMEs.

These requirements supersede those in CAA Balloon Notice 1/2003. The changes will result in fewer examinations and fewer routine investigations for all classes of balloon and airship pilot. There is also less requirement for colour vision testing. The only pilots who will not be able to proceed because of a serious colour vision deficiency will be potential commercial airship pilots who are required to do night flying in their CPL training.

Links:

http://www.caa.co.uk/docs/49/SRG_MED_Declaration_NPPL_Balloon_Gyros_Dec03.pdf

<http://www.caa.co.uk/srq/med/document.asp?groupid=211>

Editors Note

Those of you without web access may obtain a copy of the Declaration of Health form with explanatory notes by sending an SAE to Pilots' Circular.

Technical Information December 2003

From the BBAC Chief Technical Officer: wyn.morgan@btinternet.com

Airworthiness Directives: None

Modifications : None

Service Bulletins : None

Signed _____

Date _____