

Follow-up Action on Occurrence Report

ACCIDENT TO CZAW SPORTCRUISER, G-EWZZ, AT KINGARTH AIRSTRIP, ISLE OF BUTE
ON 09 AUGUST 2014

CAA FACTOR NUMBER : F3/2015
FACTOR PUBLICATION DATE : 31 July 2015
TYPE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 201410639
AAIB REPORT : Bulletin 5/2015

SYNOPSIS

From AAIB Report

Shortly after takeoff from Runway 27 at Bute airstrip, the pilot reported that the engine appeared to lose power and the aircraft was no longer able to climb. With the area around the airfield unsuitable for a landing he attempted to return to the runway, but in doing so flew into the ground. The aircraft came to rest upside down in a ditch and caught fire. The pilot and passenger sustained serious burns from which the passenger later died. The aircraft was fitted with a ballistic parachute recovery system which had not been activated during the flight. However, the investigation highlighted a number of issues, concerning such systems, which present a risk to the aircraft occupants and first responders following an accident.

FOLLOW UP ACTION

Safety Recommendation 2015-006

It is recommended that the European Aviation Safety Agency review the requirement for the placarding of aircraft fitted with a Ballistic Parachute Recovery System so that the warning placards contain information on the location of the rocket launcher and the actuating device, and can be read from a safe distance regardless of the stationary attitude of the aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Safety Recommendation 2015-007

It is recommended that the European Aviation Safety Agency introduce the requirement that the rocket-launcher in an aircraft Ballistic Parachute Recovery System is fitted in a position where it can be readily disarmed following an accident.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Safety Recommendation 2015-008

It is recommended that the European Aviation Safety Agency disseminate information for first responders and accident investigators to allow them to identify if an aircraft is equipped with a Ballistic Parachute Recovery System. This information system should include details on the actions required to make the system safe.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status – Closed

Safety Recommendation 2015-009

It is recommended that the Civil Aviation Authority review the requirement for the placarding of aircraft referred to in Regulation (EC) 216/2008 Annex II, fitted with a Ballistic Parachute Recovery System, so that the warning placards contain information on the location of the rocket launcher and the actuating device, and can be read from a safe distance regardless of the stationary attitude of the aircraft.

CAA Response

The CAA accepts this recommendation, and undertakes to review requirements regarding placarding relative to location of BRS and actuating device fitted. However, it should be noted that current UK requirements are broadly harmonised with those applied by FAA to Cirrus (via Special Condition) and EASA (Proposed Special Condition for CS-VLA), and in the current climate of proportionality, the CAA would seek to align with the requirements of the latter where possible. This action is planned to be completed by January 2016.

CAA Status - Open

Safety Recommendation 2015-010

It is recommended that the Civil Aviation Authority introduce the requirement that, for aircraft referred to in Regulation (EC) 216/2008 Annex II, the rocket-launcher in an aircraft Ballistic Parachute Recovery System is fitted in a position where it can be readily disarmed following an accident.

CAA Response

The CAA accepts this recommendation, and will compile some Administrative & Guidance Material to BCAR Section S (Sub-Section K), relating to location and ease of disarming of such systems. This action is planned to be completed by January 2016.

CAA Status – Open

Safety Recommendation 2015-011

It is recommended that the Civil Aviation Authority introduce an information system, for aircraft operating in the UK that allows first responders and accident investigators to identify if an aircraft is equipped with a Ballistic Parachute Recovery System. This information system should include details of the type of system fitted, the location of the major components, routing of the actuator cable and the actions required to make the system safe.

CAA Response

The CAA accepts this recommendation and will undertake a review to determine the practicality of expanding G-INFO so that owners may add details appropriate to modifications to their specific aircraft. It should be noted that the CAA are not necessarily made aware of the embodiment of such modifications on an individual aircraft so could not guarantee its veracity, however in this way we may encourage owners to provide appropriate up to date information to potentially aid in their own rescue. This action is planned to be completed by September 2015.

CAA Status – Open

Safety Recommendation 2015-012

It is recommended that the Civil Aviation Authority takes action to ensure that information on the risks from Ballistic Parachute Recovery Systems is disseminated to the emergency services operating in the United Kingdom.

CAA Response

The CAA accepts this recommendation. When and if action in response to recommendation 2015-011 is in place, it will undertake to issue an Information Notice to promote awareness. This action is planned to be completed by March 2016.

CAA Status – Open