



Notification Number: 1997/882/UK

Miscellaneous Amendment to BCAR Section S, S887

Date received : 22/12/1997

End of Standstill : 25/03/1998

Issue of comments by : Commission

Message

MINISTERE DE L'INDUSTRIE ET DE LA RECHERCHE
ATT. M. SERRIS

INSTITUT BELGE DE NORMALISATION,
ATT. M. CROON

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ATT. M. J.P. HOFFMANN

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GOVERNMENT SERVICE OF INDUSTRY AND COMMERCE, NSAI
ATT. MR. O. BYRNE

MINISTERIE VAN ECONOMISCHE ZAKEN, (DEPT OR),
ATT. MR. VAN DER HEIDE

ERHVERVSFREMME STYRELSEN
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ATT. MR. KELD DYBKJAER

MINISTRY OF INDUSTRY, ENERGY & TECHNOLOGY
ATT. MR. Z.P. MAVROUKAS

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ATT. MR. MELAGRAKIS

BUNDESMINISTERIUM FUER WIRTSCHAFT (BMWl)
ATT. DR. WINKEL

BUNDESMINISTERIUM FUER WIRTSCHAFTLICHE ANGELEGENHEITEN
ATT. ABT I/A/4 FRAU GREGORICH / FRAU HASLINGER-FENZEL



MIN PARA RELACIONES CON LA COMUNIDA
ATT M. LUIS ANTONIO RICO URIOS

INSTITUTO PORTUGUES DA QUALIDADE
ATT MR. CANDIDO DOS SANTOS, PORTUGAL

KOMMERSKOLLEGIUM
ATT. MS. KERSTIN CARLSSON

MINISTRY OF TRADE AND INDUSTRY
ATT. MS. NIEMINEN

DGS INTERNATIONAL BELGIUM

REP PERMANENTE ROYAUME UNI

REP PERMANENTE IRLANDE

REP PERMANENTE GRECE

EUROPEAN FREE TRADE ASSOCIATION SURVEILLANCE AUTHORITY

EUROPEAN FREE TRADE ASSOCIATION
ATT. MS. BAKKE-D'ALOYA

TELEX 001

COMMUNICATION FROM THE COMMISSION - SG (97) D/53604
DIRECTIVES 83/189/EEC, 88/182/EEC AND 94/10/EC

NOTIFIKATION - NOTIFIZIERUNG - NOTIFICATION - NOTIFICACION
NOTIFICATION - NOTIFICA - KENNISGEVING - NOTIFICACAO - ILMOITUS
ANMÄLAN : 97/0882/UK.

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- 3B1 : 9703604.EN

1. Structured Information Line

TLX 001 IND- 97 0882 UK- EN ----- 971222 --- ---

2. Member State

United Kingdom

3. Department Responsible

Department of Trade & Industry: Standards and Technical



Regulations Directorate

3. Originating Department

Department of the Environment, Transport and the Regions.

4. Notification Number

97/0882/UK

5. Title

Miscellaneous Amendment to BCAR Section S, S887

6. Products Concerned

Small aeroplanes of Maximum Total Weight Authorised not exceeding 390 kg.

7. Notification Under Another Act

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8. Main Content

A review of Issue 1 of BCAR Section S highlighted three specific areas which needed to be strengthened. These are:

- a) clarification that the ultimate inertia load is to be used to show compliance with S561(e),
- b) to mandate the fitting of a fuel tank strainer, and
- c) to prevent any unsecured harness from contacting the propeller.

The UK will fulfil its obligation under Article 12 of Directive 83/189/EEC (as amended) when these Regulations are officially published.

9. Brief Statement of Grounds

The justification for the three miscellaneous amendments are detailed separately in the following text:-

- a) Is included to avoid any ambiguity in the original test and to distinguish between 'Ultimate' and 'Limit' loads.
- b) Microlight aircraft are normally run on automotive grade fuel which is often supplied in jerrycans in the field. The risk of fuel contamination is therefore high and a number of incidents have been recorded of fuel starvation in flight due to this cause. The change proposed will reduce the likelihood of such events reoccurring by mandating the fitment of a fuel tank strainer. This action is in agreement with the recommended practice of engine manufacturers.
- c) The crew of a microlight aircraft may be in an open



cockpit and in close proximity to the propeller. The risk of damage to or restriction of the propeller, or any subsequent injury to the crew, as a result of contact from an unsecured harness, is therefore high. This proposal will ensure that the design of any harness is prevented from making contact with the propeller.

10. Reference Documents - Basic Texts

i Amendment Paper S887 to BCAR Section S.

10. Reference Documents - Basic Texts

ii No

10. Reference Documents - Basic Texts

iii No

11. Invocation of the Emergency Procedure

No

12. Grounds for the Emergency

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13. Confidentiality

No

14. Fiscal measures

No

C. TROJAN
COMEUR
NNNN