



Notification Number: 2018/14/UK

## British Civil Airworthiness Requirements Section S - amendment

Date received : 15/01/2018

End of Standstill : 16/04/2018

### Message

Message 001

Communication from the Commission - TRIS/(2018) 00087

Directive (EU) 2015/1535

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelerítés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2018/0014/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késéset - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - He ce предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201800087.EN)

#### 1. Structured Information Line

MSG 001 IND 2018 0014 UK EN 15-01-2018 UK NOTIF

#### 2. Member State

UK

#### 3. Department Responsible

Department for Business, Energy & Industrial Strategy  
Europe Directorate  
1 Victoria Street  
London, SW1H 0ET

Email: [technicalregulations@beis.gov.uk](mailto:technicalregulations@beis.gov.uk)

#### 3. Originating Department

General Aviation Unit  
Civil Aviation Authority



Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR

**4. Notification Number**

2018/0014/UK - T10T

**5. Title**

British Civil Airworthiness Requirements Section S - amendment

**6. Products Concerned**

British Civil Airworthiness Requirements Section S - amendment to mark hazardous areas of pyrotechnics within light aircraft airframes.

**7. Notification Under Another Act**

-

**8. Main Content**

British Civil Airworthiness Requirements section S is to be amended to include a requirement to mark the existence of hazardous projectiles (as part of ballistic recovery systems) within light aircraft. These markings are consistent with the ASTM scheme of marking ballistic recovery systems.

**9. Brief Statement of Grounds**

Following on from several incidents, where aircraft fitted with Ballistic Parachute Recovery Systems have presented problems to emergency services following an incident or accident, the regulations on markings for hazardous systems are being amended. These regulations now include system manufacturers' (or nominated entities) contact details and placement of additional placards, so that in the event of an aircraft accident, emergency services are made aware of pyrotechnic hazards, and who to contact to disarm them if necessary.

**10. Reference Documents - Basic Texts**

No Basic Text exists

**11. Invocation of the Emergency Procedure**

No

**12. Grounds for the Emergency**

-

**13. Confidentiality**

No



#### **14. Fiscal measures**

No

#### **15. Impact assessment**

As this change to regulations only involves application of marking placards, and is not applied retrospectively, there is no significant impact to any manufacturer.

#### **16. TBT and SPS aspects**

TBT aspect

No - The draft has no significant impact on international trade

SPS aspect

No - The draft has no significant impact on international trade

\*\*\*\*\*

European Commission

Contact point Directive (EU) 2015/1535

Fax: +32 229 98043

email: [grow-dir2015-1535-central@ec.europa.eu](mailto:grow-dir2015-1535-central@ec.europa.eu)