



Notification Number: 1997/885/UK

Amendment to BCAR 31 - Pilot Restraint

Date received : 22/12/1997

End of Standstill : 25/03/1998

Message

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

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ATT. M. J.P. HOFFMANN

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GOVERNMENT SERVICE OF INDUSTRY AND COMMERCE, NSAI
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ATT. MR. VAN DER HEIDE

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ATT. MR. MELAGRAKIS

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ATT. DR. WINKEL

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ATT. ABT I/A/4 FRAU GREGORICH / FRAU HASLINGER-FENZEL

MIN PARA RELACIONES CON LA COMUNIDA



ATT M. LUIS ANTONIO RICO URIOS

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ATT MR. CANDIDO DOS SANTOS, PORTUGAL

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MINISTRY OF TRADE AND INDUSTRY
ATT. MS. NIEMINEN

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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/53607
DIRECTIVES 83/189/EEC, 88/182/EEC AND 94/10/EC

NOTIFIKATION - NOTIFIZIERUNG - NOTIFICATION - NOTIFICACION
NOTIFICATION - NOTIFICA - KENNISGEVING - NOTIFICACAO - ILMOITUS
ANMÄLAN : 97/0885/UK.

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1. Structured Information Line

TLX 001 IND- 97 0885 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

97/0885/UK

5. Title

Amendment to BCAR 31 - Pilot Restraint

6. Products Concerned

Manned Free Balloon

7. Notification Under Another Act

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8. Main Content

This paper establishes design and strength requirements for restraint harnesses used in balloons.

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

A proposed amendment to UK air law would mandate the fitting of restraint harnesses to the pilots of large balloons operating in the transport category. This follows a number of incidents in which the pilot has either fallen or been ejected from the basket before the balloon has come to rest on landing, thereby endangering the lives of the passengers. The pilot is in a particularly vulnerable position during the landing phase and the use of a restraining harness would prevent this type of incident from occurring. This requirement sets the design and strength requirements for such harnesses.

10. Reference Documents - Basic Texts

i Amendment Paper BCAR 31-6.

ii No

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
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