



Notification Number: 2012/577/UK

Paper S963: Amendments to BCAR S This paper amends CAA Civil Aviation Publication CAP 643 - British Civil Airworthiness Requirements Section S - Small Light Aeroplanes.

Date received : 15/10/2012

End of Standstill : 16/01/2013

Issue of comments by : Poland

Message

Message 001

Communication from the Commission - SG(2012) D/52649

Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2012/0577/UK - Notificare.

No abre el plazo - Nezažuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμία 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 késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Nao inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201202649.EN)

1. Structured Information Line

MSG 001 IND 2012 0577 UK EN 15-10-2012 UK NOTIF

2. Member State

UK

3. Department Responsible

Department for Business, Innovation and Skills
Innovation & Enterprise Group
1 Victoria Street, London, SW1H 0ET.

Email: 9834@bis.gsi.gov.uk.



3. Originating Department

UK Civil Aviation Authority - Safety Regulation Group
Department: Airworthiness Strategy and Policy
Address: Floor 2E, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR
Contact: Mr Keith Mackrell
Tel. No: +44 1293 573185 Fax No: +44 1293 573976
Email: keith.mackrell@caa.co.uk

4. Notification Number

2012/0577/UK - B00

5. Title

Paper S963: Amendments to BCAR S

This paper amends CAA Civil Aviation Publication CAP 643 - British Civil Airworthiness Requirements Section S - Small Light Aeroplanes.

6. Products Concerned

Small Light Aeroplanes

7. Notification Under Another Act

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8. Main Content

BCAR Section S Paragraph 2041 already contains a requirement for an easily distinguishable external warning placard to be fitted to aircraft where a ballistic recovery system is installed, in order to minimise the potential hazard to personnel on the ground. It is proposed to extend this requirement to require warning placards which would maximise the possibility of first responders being made aware of the danger posed by a live system following an accident such that at least one should remain visible regardless of the stationary attitude of the aircraft.

9. Brief Statement of Grounds

Following an accident to a foreign registered microlight aircraft AAIB analysis of the aircraft, its installed equipment and potential hazards to first responders to the accident site led to a recommendation to agree a common standard warning placard for ballistic recovery parachutes.

AAIB Safety Recommendation 2009-008 recommended that CAA consider "the application of warning placards of a common agreed standard, to be applied to all aircraft fitted with ballistic parachute recovery systems for which they have airworthiness responsibility to maximise the possibility of first responders being made aware of the danger posed by a live system following an accident". CAA accepted this recommendation.

10. Reference Documents - Basic Texts

No Basic Text exists



11. Invocation of the Emergency Procedure

No

12. Grounds for the Emergency

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13. Confidentiality

No

14. Fiscal measures

No

15. Impact assessment

Impact Assessment not available. However, in mitigation, the CAA has obtained agreement via an industry/authority working group, to the attached change to the existing requirements of BCAR Section S. In addition, the proposals have been subjected to a full three months consultation with a range of UK Organisations and all comments accepted by the CAA have been incorporated in the Paper as presented.

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

Catherine Day
General Secretary
European Commission

Contact point Directive 98/34
Fax: (32-2) 296 76 60
email: dir83-189-central@ec.europa.eu