



Notification Number: 1998/542/UK

Amendments to BCAR Section S anticipating introduction of a JAA Microlight definition, S901

Date received : 20/11/1998

End of Standstill : 24/02/1999

Message

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TELEX 001

COMMUNICATION FROM THE COMMISSION - SG (98) D/52917
DIRECTIVE 98/34/EC

NOTIFIKATION - NOTIFIZIERUNG - NOTIFICATION - NOTIFICACION
NOTIFICATION - NOTIFICA - KENNISGEVING - NOTIFICACAO - ILMOITUS
ANMÄLAN : 98/0542/UK.

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1. Structured Information Line

TLX 001 IND- 98 0542 UK- EN ----- 981120 --- ---

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

98/0542/UK



5. Title

Amendments to BCAR Section S anticipating introduction of a JAA Microlight definition, S901

6. Products Concerned

Small Light Aeroplanes

7. Notification Under Another Act

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8. Main Content

This paper changes the applicability of BCAR Section S to align with the anticipated definition of "Microlight" aeroplanes to be adopted by the JAA. In particular, it allows the Maximum Take-off Weight Authorised (MTWA) for this class of aeroplane to increase from the current UK limit of 390kg to 450kg for a two seat microlight. In addition, certain requirements dealing with occupant protection from injury are strengthened, together with a number of detailed changes that have arisen from past experience in the certification and operation of microlights in the UK.

BCAR Section S may be subject to further change once the

"Microlight" definition has been agreed by the JAA.

The UK will fulfil its obligation under Article 12 of Directive 98/34/EC (formerly 98/34/EEC) (as amended) when these Regulations are officially published.

9. Brief Statement of Grounds

The proposed change will ease the current barriers to trade which exist between the UK and other EU member states and which have arisen due to the non-standardisation of a microlight definition. With the introduction of this change, higher energy aeroplanes will be permitted to be designed to BCAR Section S and therefore it has been deemed necessary to introduce or strengthen existing regulations in order to compensate and to ensure that the high safety record for this category of aeroplane in the UK is maintained. In addition, a review of past accidents and incidents together with the experience gained over the last 15 years since BCAR Section S was first written, has highlighted a number of changes which will improve current practice in the design, operation and certification of microlight aeroplanes.

10. Reference Documents - Basic Texts

- a. Amendment Paper S901 to BCAR Section S.
- b. -
- c. -



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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