

**Pegasus Quik,  
G-CCPC**

**East Fortune Airfield,  
East Lothian**

**01 June 2022**

**Accident**

### **Investigation Synopsis**

During start up, the engine suddenly went to a high rpm. The aircraft accelerated over the ground and became airborne with the base bar attached to the front strut. It struck the ground in a field adjacent to the airfield and the pilot died from head injuries eight days later.

It is likely that the pilot started the engine with the hand throttle open and did not free the base bar, reduce the rpm or stop the engine before the aircraft became airborne. The pilot might have survived if he had been wearing his shoulder (diagonal) harness and his helmet had been designed to protect him from rotational head injuries.

Four Safety Recommendations are made in this report. Two to the CAA to mandate the embodiment of a starter inhibitor switch on the hand throttle, and to review the exception for a shoulder strap not to be worn. Two to the British Standards Institute regarding the design of helmets used for airborne sports. Safety Actions were also taken by the BMAA, Microlight Panel of Examiners and the pilot's flying club.

### **Safety Recommendation 2023-037**

#### **Justification**

Following this accident, the aircraft manufacturer prepared SB 159 to classify the starter inhibitor switch as a compulsory modification on their range of flexwing aircraft equipped with an electric starter. To prevent a reoccurrence of this type of accident, the following Safety Recommendation is made to the CAA to require the starter inhibitor switch to be fitted to all electric start, in-service Pegasus Sport Aviation Ltd flexwing aircraft:

#### **Safety Recommendation 2023-037**

It is recommended that the UK Civil Aviation Authority issue a Mandatory Permit Directive to mandate Pegasus Sport Aviation Ltd Service Bulletin 159 to embody a Starter Inhibitor Switch on all in-service Pegasus Sport Aviation Ltd aircraft .

**Date Safety Recommendation made:** 30 November 2023

#### **LATEST RESPONSE**

**Response received:** 19 December 2024

The CAA has now issued a Mandatory Permit Directive MPD 2024-003: Pegasus Sport Aviation Ltd Quik, QuikR, Quik GTR, GT450 and Quantum microlights: Engine Ignition – Starter Inhibitor Switch – Modification on 18th December 2024 which requires all electric start Pegasus Quik, QuikR, Quik GTR, GT450, and Quantum aircraft to comply with the updated Pegasus Sport Aviation Ltd Service Bulletin (SB) 159.

MPD compliance is required no later than 25 hours or 6 months from the effective date of the MPD, whichever occurs first.

The CAA action above fulfils the intent of our original response to this safety recommendation.

**Safety Recommendation Status**                      **Closed**

**AAIB Assessment**                                      **Adequate**

**Action Status**                                        **Planned Action Completed**

**Feedback rationale**

The publication of MPD 2024-003 is considered a closing action for this Safety Recommendation. (EU Regulation 996/2010 article 18 refers).

**RESPONSE HISTORY**

Response received: 22 August 2024

The CAA has recently received the updated Pegasus Sport Aviation Ltd Service Bulletin (SB) 159 and is liaising with the British Microlight Aircraft Association (BMAA) to ensure it is acceptable. The CAA has begun drafting a Mandatory Permit Directive (MPD) requiring all electric start Pegasus Quik, QuikR, Quik GTR, GT450, and Quantum aircraft to comply with the updated SB.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of December 2024.

AAIB Assessment – Adequate Open

Response received: 28 June 2024

The CAA accepts this Safety Recommendation.

The CAA is liaising with the British Microlight Aircraft Association (BMAA) to ensure that Pegasus Sport Aviation Ltd Service Bulletin (SB) 159 is complete and correct in its current form. Once this is confirmed and the CAA receives the updated SB, a Mandatory Permit Directive (MPD) will be issued, requiring all affected Pegasus Quik and Quantum aircraft to comply with the SB.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of August 2024.

AAIB Assessment – Adequate Open

Response received: 23 February 2024

The CAA accepts this Safety Recommendation.

The CAA is liaising with the British Microlight Aircraft Association (BMAA) to ensure that Pegasus Sport Aviation Ltd Service Bulletin 159 is complete and correct in its current form. Once this is confirmed the CAA will issue a Mandatory Permit Directive (MPD) to mandate Pegasus Sport Aviation Ltd Service Bulletin 159 for all affected Pegasus Quik and Quantum aircraft.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2024.

AAIB Assessment – Adequate Open

## Safety Recommendation 2023-038

### Justification

The finding from RAFCAM and the experience of the AAIB that there is a greater risk of serious and fatal injury when a shoulder strap is not worn during an accident, is contrary to the CAA's position that a properly worn lap strap, in combination with a safety helmet, provides adequate protection.

The aircraft manufacturer warns that the full harness should be worn and if correctly adjusted does not compromise full and free control inputs. However, pilots of the Pegasus Quik who expressed concern at wearing the shoulder harness quoted the exception in BCAR Section S 1307 as justification not to wear it. To ensure that the exception in BCAR Section S1307 is still appropriate, the following Safety Recommendation is made to the CAA:

### Safety Recommendation 2023-038

It is recommended that the UK Civil Aviation Authority review the suitability of the Configuration Specific Provision in British Civil Airworthiness Requirements, Section S 1307 (a) Miscellaneous equipment which states, 'except that only a lap strap need be provided for front seat occupants of a weight-shift controlled aircraft'.

**Date Safety Recommendation made:** 30 November 2023

### LATEST RESPONSE

**Response received:** 01 December 2025

The CAA have formed a working group comprising relevant stakeholders, to review and update BCAR Section S. This working group has met three times, and good progress is being made to the next amendment to Section S. The changes to paragraph S 1307 (a) to support this recommendation, as per our previous update, have been agreed by the working group. As soon as the other proposed changes to Section S have been agreed, we shall be moving forward towards a public consultation and then formal amendment. We anticipate publication of the next amendment to Section S in mid-2026.

The CAA will provide an update on the actions taken to address this safety recommendation by the end of June 2026.

**Safety Recommendation Status** Open

**AAIB Assessment** Adequate

**Action Status** Planned Action Ongoing Update Due 30 June 2026

### Feedback rationale

The AAIB acknowledges the progress made by the CAA working group convened to review and update BCAR Section S, particular in respect to BCAR Section S 1307 (a). The AAIB looks forward to the next update by the end of June 2026. (EU Regulation 996/2010 article 18 refers).

## RESPONSE HISTORY

Response received: 30 May 2025

AAIB Assessment – Adequate Open

Response received: 23 February 2024

The CAA accepts this Safety Recommendation.

The CAA has coordinated with the BMAA to assess the suitability of British Civil Airworthiness Requirements (BCAR) Section S 1307 (a), as currently worded, which allows weight-shift controlled aircraft to be designed with only a lap strap for front seat occupants.

Both the CAA and BMAA consider that a change to S 1307 (a) to remove the aforementioned exception for weight-shift aircraft is justified. The next review of BCAR Section S is scheduled to take place in 2025 and will include a proposal to amend S 1307 (a) such that upper torso restraint (UTR) will be required for all occupants. In the meantime, any applicant seeking UK type acceptance/approval for a new weight-shift controlled aircraft will be advised of the forthcoming change to S 1307 (a) and encouraged to include UTR for all seats, if not already part of the design, in advance of the update to BCAR Section S coming into force.

AAIB Assessment – Adequate Open

## Safety Recommendation 2023-039

### Justification

The pilot wore a helmet designed to conform to BS EN 966: 2012 'Helmets for airborne sports'. This Standard does not protect wearers from the most likely cause of serious and fatal head injuries in aircraft accidents that result from rotational motion of the head when it is subject to an oblique impact. In this accident, the pilot died from a severe rotational head injury which his helmet was not designed to protect him from. Therefore, to ensure that BS EN 966: 2012 provides protection from oblique impacts that are likely to occur in aircraft accidents, the following Safety Recommendation is made to the BSI:

### Safety Recommendation 2023-039

It is recommended that the British Standards Institute introduce a requirement in BS EN 966 'Helmets for Airborne Sports' to protect wearers from rotational head injuries.

**Date Safety Recommendation made:** 30 November 2023

### LATEST RESPONSE

**Response received:** 05 December 2025

As described in our earlier correspondence BSI's standards development process, outlined in BS 0: 2021, requires open and full consultation with stakeholders to build consensus-based outcomes.

Each standard is the responsibility of a particular technical committee (TC) or subcommittee (SC) composed of external experts and other relevant stakeholders, including manufacturers, regulators, consumers and other interested parties as applicable. In this instance national subcommittee PH/6/6 'Protective helmets for sports and leisure use' and the European mirror committee CEN/TC 158 'Head Protection' are responsible for the maintenance of the current European standard, BS EN 966 'Helmets for airborne sports'. The subcommittee PH/6/6 sits beneath national technical committee PH/6 'Head Protection' within our national structure.

European Standards, such as BS EN 966, are developed by European Standards organizations, such as CEN (the European Committee for Standardization, abbreviated from the French 'Comité Européen de Normalisation'). BSI's role, as a member body of CEN, is broadly twofold:

- a) to supply external experts to CEN, who runs committees on similar lines to BSI; and
- b) by a 'mirror committee' agree the UK's position on each standard and submit comments.

BSI can also propose, via a relevant national technical committee such as PH/6/6, that a European standard is revised or amended.

Following consultation with and agreement of members of both national committees PH/6/6 'Protective helmets for sports and leisure' and PH/6 'Head protection', a formal proposal for a revision to EN 966 'Helmets for airborne sports' was submitted by BSI to CEN/TC 158 'Head protection' in November 2024.

The proposal included:

1. introduction of relevant test requirements to protect wearers from rotational head injuries, with reference to test methods in EN 17950:2024 'Protective helmets - Test methods - Shock absorption including measuring rotational kinematics' (published July 2024); and
2. replacement of the term and definition 'Ultralight aircraft' with the term 'Microlight aircraft' and the definition from Schedule 1 of the Air Navigation Order (UK Statutory Instruments No. 765).

It should be noted that whilst it was recommended in the proposal that the relevant definition of a microlight as given in UK Statutory Instrument no. 765 is incorporated as part of the revision, EN 966 is a European standard and as such where other definitions exist within the EEA these are likely to also be presented for consideration.

The UK proposal for the revision to EN 966 was circulated by the Secretary of CEN/TC 158 to member bodies<sup>1</sup> on 23rd January 2025 (document no. CEN/TC 158 N1389 'Draft decision 1/2025 Adoption of a PWI<sup>2</sup> for Helmets for Airborne Sports). The decision (and proposal) was approved by ballot on 24th April 2025. This project has since been registered as a Preliminary Work Item (PWI) in CEN.

To undertake this work the CEN/TC 158 Secretary proposed reactivation of the dormant Working Group 6 'Airborne sports helmets'. On 24th January, and in parallel to the aforementioned ballot, a second was opened (Decision 2/2025 Activate WG 6 Airborne sports helmets and call for Convenor and secretariat) to request a Convenor and professional support (secretariat).

In response to this ballot, national committee PH/6 nominated Squadron Leader Alasdair Mackay (RAFCAM) for the post of Convenor. BSI agreed to provide professional support (as secretariat) to this group.

The decision to appoint Squadron Leader Mackay was confirmed by members of CEN/TC 158 via a ballot (Draft decision 4/2025 Appointment of convenor of CEN/TC 158/WG 6 Airborne sports helmets) on 30th June 2025. BSI's role as providing professional support was also agreed.

The reactivated working group, CEN/TC 158/WG 6 Airborne sports helmets, will meet on 14th January 2026 to plan the work to be undertaken.

I would note that whilst the responsible Technical Committee (CEN/TC 158) has agreed to start the revision based on the proposal put forward by BSI, the process for revising a European standard within CEN (European Committee for Standardization) follows a structured and formal procedure to ensure transparency, consensus, and compliance with CEN rules.

An overview of the typical steps in this process is provided below:

#### 1. Drafting the Revision

- The Working Group prepares the revised draft text under the guidance of the Technical Committee, which oversees progress. The draft must comply with:
  - o CEN Internal Regulations (Part 3 for drafting rules).
  - o Any relevant mandates from the European Commission (if this standard is to be harmonized).
- Working Draft (WD) versions of the developing standard are circulated within the working group for feedback.

#### 2. Committee Draft (CD) Stage

- The draft standard is circulated within the Technical Committee member bodies (NSB's) for comments. National committees (such as PH/6 and PH/6/6) have the opportunity to review and provide feedback.
- All comments are consolidated and returned to the Working Group for resolution. The Working Group then prepares the Enquiry Draft (prEN) European Standard

#### 3. Public Enquiry (CEN Enquiry) Stage

- The draft standard (prEN) is circulated within the Technical Committee member bodies (NSB's) for comment and voting.
- At the same time, the draft standard is also made available by National Standards Bodies for public consultation (CEN Enquiry), typically for 3 months.
- All comments are consolidated and returned to the Working Group for resolution. The Working Group then prepares the Final draft (FprEN) European Standard for Formal Vote.

#### 4. Formal Vote

- The revised draft standard is circulated within the Technical Committee member bodies (NSB's) for final comments (editorial) and Formal Vote.
- If approved, the standard proceeds to publication

#### 5. Publication

- The revised European standard is published by CEN.
- National Standards Bodies adopt this as a national standard (BS EN) and withdraw conflicting national standards, including previous/ earlier editions.

#### **Safety Recommendation Status**

**Open**

#### **AAIB Assessment**

**Adequate**

#### **Action Status**

**Planned Action Ongoing Update Due 31 December 2026**

#### **Feedback rationale**

The AAIB is encouraged that the British Standards Institute's (BSI) formal proposal for a revision to BS EN 966 'Helmets for airborne sports' has been accepted by the European Committee for Standardization (CEN) Technical Committee (TC) 158 'Head Protection' and that a dedicated working group on 'Airborne Sports helmets' has been convened to revise the standard.

The AAIB acknowledges the requirements of the formal CEN process for standards revision. While progress on this matter now rests with the CEN, as the addressee of this Safety Recommendation, the AAIB requests that the BSI provides a further update when the revision goes to public consultation, or by 31 December 2026, whichever occurs first. (EU Regulation 996/2010 article 18 refers).

#### **RESPONSE HISTORY**

Response received: 31 December 2024

As described in our earlier correspondence BSI's standards development process, outlined in BS 0: 2021, requires open and full consultation with stakeholders to build consensus-based outcomes.

Each standard is the responsibility of a particular technical committee (TC) or subcommittee (SC) composed of external experts and other relevant stakeholders, including manufacturers, regulators, consumers and other interested parties as applicable. In this instance national subcommittee PH/6/6 'Protective helmets for sports and leisure use' and the European mirror committee CEN/TC 158 'Head Protection' are responsible for the maintenance of the current European standard, BS EN 966 'Helmets for airborne sports'. The subcommittee PH/6/6 sits beneath technical committee PH/6 'Head Protection' within our national structure.

European Standards, such as BS EN 966, are developed by European Standards organizations, such as CEN (the European Committee for Standardization, abbreviated from the French 'Comité Européen de Normalisation'). BSI's role, as a member body of CEN, is broadly twofold:

- a) to supply external experts to CEN, who runs committees on similar lines to BSI; and
- b) by a 'mirror committee' agree the UK's position on each standard and submit comments.

BSI can also propose, via a relevant national technical committee such as PH/6/6, that a European standard is revised or amended.

Following publication of AAIB Bulletin G-CCPC AAIB-28326, a copy of the report was circulated to both the Secretary and Chair of European technical committee CEN/TC 158 'Head protection'. A copy was also circulated to BSI's national committees PH/6 'Head protection' and PH/6/6 'Protective helmets for sports and leisure' for information.

It was agreed with the Secretary of European committee CEN/TC 158, that a representative of BSI's national committee (PH/6) would attend the annual Plenary meeting of the European committee in May 2024 to present information on the accident with a view to opening discussions on a potential revision of EN 966 'Helmets for airborne sports'. During this meeting it was recommended that the national (UK) committee enter a formal proposal for a revision to EN 966 'Helmets for airborne sports'.

Following consultation with and agreement of members of both national committees PH/6/6 'Protective helmets for sports and leisure' and PH/6 'Head protection', a formal proposal for a revision to EN 966 'Helmets for airborne sports' was submitted to CEN/TC 158 'Head protection' in November 2024.

The proposal included:

1. introduction of relevant test requirements to protect wearers from rotational head injuries, with reference to test methods in EN 17950:2024 'Protective helmets - Test methods - Shock absorption including measuring rotational kinematics' (published July 2024); and
2. replacement of the term and definition 'Ultralight aircraft' with the term 'Microlight aircraft' and the definition from Schedule 1 of the Air Navigation Order (UK Statutory Instruments No. 765).

I would note that whilst it has been recommended that the relevant definition of a microlight as given in UK Statutory Instrument no. 765 is incorporated as part of the revision, EN 966 is a European standard and as such where other definitions exist within the EEA these are likely to also be considered.

According to current CEN process, a ballot will be circulated to all CEN/TC 158 member bodies in order to gather feedback on the proposal and to assess whether:

1. members are in favour of revising EN 966 'Helmets for airborne sports' as indicated in the proposal; and
2. there are sufficient members who are committed to participate in the revision (5).

If the proposal is agreed and acceptance criteria is met, initial work could potentially begin during the course of 2025.

It is however possible that feedback or comments may be received that suggest amendment of the proposal is required before it can be widely accepted by members of CEN/TC 158. If this is the case, any amendments will be reviewed and agreed by members of BSI's national committees PH/6 and PH/6/6 prior to any resubmission.

AAIB Assessment – Adequate Open

Response received: 19 December 2023

CEN/TC 158 'Head Protection' is the European technical committee responsible for standardization in the field of head protection designed to safeguard wearers against known and potential hazards that cause head injuries.

A body of work is currently underway in CEN/TC 158/WG 11 'Headforms and test methods' on a new draft standard. The headforms being developed are intended to replace the current EN 960 headform (which is referenced in EN 966 'Helmets for Airborne Sports'). The new headform is intended to provide more humanlike engagement with the helmet and impact response especially for oblique impacts whilst also extending the measurement capability to include angular velocities.

Once EN 17950 is published, reference to the new equipment and test methods, along with assessment criteria for the protection provided by the helmet can then be included in each of the activity specific standards, including EN 966 Helmets for airborne sports, when the standards are revised / amended.

AAIB Assessment – Adequate Open

## Safety Recommendation 2023-040

### Justification

The helmet worn by the pilot was categorised for use in ultralight aircraft; however, this term has not been defined by either the BSI or the CAA. To ensure microlight pilots select helmets suitable for their airborne activity, the following Safety Recommendation is made to the BSI:

#### Safety Recommendation 2023-040

It is recommended that the British Standards Institute adopts the definition of a microlight from Schedule 1 of the Air Navigation Order (UK Statutory Instruments No. 765) in BS EN 966 'Helmets for Airborne Sports'.

**Date Safety Recommendation made:** 30 November 2023

### LATEST RESPONSE

**Response received:** 05 December 2025

I write pursuant to your letters sent via email on 24th January 2025 which both acknowledged our responses to Safety Recommendation No 2023-039 and Safety Recommendation No 2023-040 and requested that a further update on the progress of the actions being taken on these Recommendations be submitted by 31st December 2025.

As described in our earlier correspondence BSI's standards development process, outlined in BS 0: 2021, requires open and full consultation with stakeholders to build consensus-based outcomes.

Each standard is the responsibility of a particular technical committee (TC) or subcommittee (SC) composed of external experts and other relevant stakeholders, including manufacturers, regulators, consumers and other interested parties as applicable. In this instance national subcommittee PH/6/6 'Protective helmets for sports and leisure use' and the European mirror committee CEN/TC 158 'Head Protection' are responsible for the maintenance of the current European standard, BS EN 966 'Helmets for airborne sports'. The subcommittee PH/6/6 sits beneath national technical committee PH/6 'Head Protection' within our national structure.

European Standards, such as BS EN 966, are developed by European Standards organizations, such as CEN (the European Committee for Standardization, abbreviated from the French 'Comité Européen de Normalisation'). BSI's role, as a member body of CEN, is broadly twofold:

- a) to supply external experts to CEN, who runs committees on similar lines to BSI; and
- b) by a 'mirror committee' agree the UK's position on each standard and submit comments.

BSI can also propose, via a relevant national technical committee such as PH/6/6, that a European standard is revised or amended.

Following consultation with and agreement of members of both national committees PH/6/6 'Protective helmets for sports and leisure' and PH/6 'Head protection', a formal proposal for a revision to EN 966 'Helmets for airborne sports' was submitted by BSI to CEN/TC 158 'Head protection' in November 2024.

The proposal included:

1. introduction of relevant test requirements to protect wearers from rotational head injuries, with reference to test methods in EN 17950:2024 'Protective helmets - Test methods - Shock absorption including measuring rotational kinematics' (published July 2024); and

2. replacement of the term and definition 'Ultralight aircraft' with the term 'Microlight aircraft' and the definition from Schedule 1 of the Air Navigation Order (UK Statutory Instruments No. 765).

It should be noted that whilst it was recommended in the proposal that the relevant definition of a microlight as given in UK Statutory Instrument no. 765 is incorporated as part of the revision, EN 966 is a European standard and as such where other definitions exist within the EEA these are likely to also be presented for consideration.

The UK proposal for the revision to EN 966 was circulated by the Secretary of CEN/TC 158 to member bodies<sup>1</sup> on 23rd January 2025 (document no. CEN/TC 158 N1389 'Draft decision 1/2025 Adoption of a PWI<sup>2</sup> for Helmets for Airborne Sports'). The decision (and proposal) was approved by ballot on 24th April 2025. This project has since been registered as a Preliminary Work Item (PWI) in CEN.

To undertake this work the CEN/TC 158 Secretary proposed reactivation of the dormant Working Group 6 'Airborne sports helmets'. On 24th January, and in parallel to the aforementioned ballot, a second was opened (Decision 2/2025 Activate WG 6 Airborne sports helmets and call for Convenor and secretariat) to request a Convenor and professional support (secretariat).

In response to this ballot, national committee PH/6 nominated Squadron Leader Alasdair Mackay (RAFCAM) for the post of Convenor. BSI agreed to provide professional support (as secretariat) to this group.

The decision to appoint Squadron Leader Mackay was confirmed by members of CEN/TC 158 via a ballot (Draft decision 4/2025 Appointment of convenor of CEN/TC 158/WG 6 Airborne sports helmets) on 30th June 2025. BSI's role as providing professional support was also agreed.

The reactivated working group, CEN/TC 158/WG 6 Airborne sports helmets, will meet on 14th January 2026 to plan the work to be undertaken.

I would note that whilst the responsible Technical Committee (CEN/TC 158) has agreed to start the revision based on the proposal put forward by BSI, the process for revising a European standard within CEN (European Committee for Standardization) follows a structured and formal procedure to ensure transparency, consensus, and compliance with CEN rules.

An overview of the typical steps in this process is provided below:

#### 1. Drafting the Revision

- The Working Group prepares the revised draft text under the guidance of the Technical Committee, which oversees progress. The draft must comply with:
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- The revised draft standard is circulated within the Technical Committee member bodies (NSB's) for final comments (editorial) and Formal Vote.
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#### 5. Publication

- The revised European standard is published by CEN.
- National Standards Bodies adopt this as a national standard (BS EN) and withdraw conflicting national standards, including previous/ earlier editions.

**Safety Recommendation Status**

**Open**

**AAIB Assessment**

**Adequate**

**Action Status**

**Planned Action Ongoing Update Due 31 December 2026**

#### **Feedback rationale**

The AAIB is encouraged that the European Committee for Standardization (CEN) has accepted the British Standards Institute's (BSI) proposal to incorporate the definition of a microlight from UK Statutory Instrument no. 765, as part of the CEN's revision to BS EN 966 'Helmets for Airborne Sports'.

The AAIB acknowledges the requirements of the formal CEN process for standards revision. While progress on this matter now rests with the CEN, as the addressee of this Safety Recommendation, the AAIB requests that the BSI provides a further update when the revision goes to public consultation, or by 31 December 2026, whichever occurs first. (EU Regulation 996/2010 article 18 refers).

#### **RESPONSE HISTORY**

Response received: 31 December 2024

As described in our earlier correspondence BSI's standards development process, outlined in BS 0: 2021, requires open and full consultation with stakeholders to build consensus-based outcomes.

Each standard is the responsibility of a particular technical committee (TC) or subcommittee (SC) composed of external experts and other relevant stakeholders, including manufacturers, regulators, consumers and other interested parties as applicable. In this instance national subcommittee PH/6/6 'Protective helmets for sports and leisure use' and the European mirror committee CEN/TC 158 'Head Protection' are responsible for the maintenance of the current European standard, BS EN 966 'Helmets for airborne sports'. The subcommittee PH/6/6 sits beneath technical committee PH/6 'Head Protection' within our national structure.

European Standards, such as BS EN 966, are developed by European Standards organizations, such as CEN (the European Committee for Standardization, abbreviated from the French 'Comité Européen de Normalisation'). BSI's role, as a member body of CEN, is broadly twofold:

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- b) by a 'mirror committee' agree the UK's position on each standard and submit comments.

BSI can also propose, via a relevant national technical committee such as PH/6/6, that a European standard is revised or amended.

Following publication of AAIB Bulletin G-CCPC AAIB-28326, a copy of the report was circulated to both the Secretary and Chair of European technical committee CEN/TC 158 'Head protection'.

A copy was also circulated to BSI's national committees PH/6 'Head protection' and PH/6/6 'Protective helmets for sports and leisure' for information.

It was agreed with the Secretary of European committee CEN/TC 158, that a representative of BSI's national committee (PH/6) would attend the annual Plenary meeting of the European committee in May 2024 to present information on the accident with a view to opening discussions on a potential revision of EN 966 'Helmets for airborne sports'. During this meeting it was recommended that the national (UK) committee enter a formal proposal for a revision to EN 966 'Helmets for airborne sports'.

Following consultation with and agreement of members of both national committees PH/6/6 'Protective helmets for sports and leisure' and PH/6 'Head protection', a formal proposal for a revision to EN 966 'Helmets for airborne sports' was submitted to CEN/TC 158 'Head protection' in November 2024.

The proposal included:

1. introduction of relevant test requirements to protect wearers from rotational head injuries, with reference to test methods in EN 17950:2024 'Protective helmets - Test methods - Shock absorption including measuring rotational kinematics' (published July 2024); and
2. replacement of the term and definition 'Ultralight aircraft' with the term 'Microlight aircraft' and the definition from Schedule 1 of the Air Navigation Order (UK Statutory Instruments No. 765).

I would note that whilst it has been recommended that the relevant definition of a microlight as given in UK Statutory Instrument no. 765 is incorporated as part of the revision, EN 966 is a European standard and as such where other definitions exist within the EEA these are likely to also be considered.

According to current CEN process, a ballot will be circulated to all CEN/TC 158 member bodies in order to gather feedback on the proposal and to assess whether:

1. members are in favour of revising EN 966 'Helmets for airborne sports' as indicated in the proposal; and
2. there are sufficient members who are committed to participate in the revision (5).

If the proposal is agreed and acceptance criteria is met, initial work could potentially begin during the course of 2025.

It is however possible that feedback or comments may be received that suggest amendment of the proposal is required before it can be widely accepted by members of CEN/TC 158. If this is the case, any amendments will be reviewed and agreed by members of BSI's national committees PH/6 and PH/6/6 prior to any resubmission.

AAIB Assessment – Adequate Open

Response received: 19 December 2023

As part of a request for revision / amendment to EN 966, the committee can suggest incorporation of the relevant definition of a microlight as given in UK Statutory Instrument no. 765. However, as this is a European standard it is expected that where other definitions exist within the EEA these are likely to also be considered.

A copy of the AAIB report and the Safety Recommendation transmittal letter regarding UKAAIB Safety Recommendations 2023-039 and 2023-040 will be circulated by BSI to members of national committees PH/6 'Head protection' and PH/6/6 'Protective helmets for sports and leisure'. A copy of this response will also be circulated for the committees reference.

A copy of the AAIB Bulletin will also be circulated by BSI to the committee manager and Chair of European Technical Committee CEN/TC 158 'Head protection' for their information.

AAIB Assessment – Adequate Open