



## Safety recommendation no. 444

<b>Date of the publication</b>	27.08.2012
<b>Number of the final report</b>	2148
<b>Safety deficit</b>	<p>BPS (ballistic parachute system) aircraft are currently identified by a small triangular decal. This decal warns of the risks a BPS can involve, and tells emergency rescue crews to call the telephone number in the USA printed on the decal before starting rescue work on the wreckage.</p>
<b>Safety recommendation</b>	<p>Above all, BPS aircraft should be clearly and uniquely identifiable as such. The aircraft must be marked by a large triangular hazard warning decal approx. 40 cm on a side on the fuselage. This decal warns in prominent colours that the aircraft has a BPS installed in or on it which may put rescue workers at risk, and that, before starting rescue work, they must call REGA's telephone number printed on the decal which will tell them how to proceed. Other precautions required are:</p> <ul style="list-style-type: none"><li>• The location of the rocket firing aperture must be indicated on the aircraft shell.</li><li>• The shell must be marked in such a manner that rescue workers can see where they can cut the fuselage open.</li></ul> <p>If they are in any doubt as to whether a given aircraft has a BPS on board, rescue workers must assume it has.</p>
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt
<b>Stage of the implementation</b>	<p>Awaiting response. On the Civil Aviation Safety Officer (CASO) website, the FOCA takes the following position in relation to the present safety recommendation:</p> <p>In order to mitigate the safety deficits, a working group was established in the FOCA, consisting of colleagues from various safety departments. This working group reformulated the detailed and comprehensive safety recommendations into practically orientated and usable working packages. These cover the following areas:</p> <ul style="list-style-type: none"><li>• Minimising risk to third parties, in particular for rescue forces by means of safety barriers</li><li>• Exchange of information</li><li>• Communication</li></ul>
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#">Rapport final</a> <a href="#">Schlussbericht</a> <a href="#">Final report</a></p>