



Safety recommendation no. 449

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Safety deficit	Currently, neither airfield managers nor their fire brigades know whether they have any BPS (ballistic parachute system) -equipped aircraft on site, and if so in which hangar.
Safety recommendation	<p>There must be a plan of the aircraft hangars at an airfield, in its control tower and/or the fire brigade crew rooms, which clearly marks the location of any BPS aircraft.</p> <p>Hangars, which have BPS aircraft, must be identified clearly, so the callout crew can respond accordingly if a hangar fire breaks out.</p> <p>Hangars must have maximum thermometers, so supervisors can check what temperatures have been reached.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<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">• Minimising risk to third parties, in particular for rescue forces by means of safety barriers• Exchange of information• Communication
Investigation report concerning the safety recommendation	<p><u>Rapport final</u> <u>Schlussbericht</u> <u>Final report</u></p>