

## Safety recommendation no. 449

aircraft on site, and if so in which hangar.  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 in the location of any BPS aircraft.  Hangars, which have BPS aircraft, must be identified clearly, so callout crew can respond accordingly if a hangar fire breaks out.  Hangars must have maximum thermometers, so supervisors car check what temperatures have been reached.  Addressees  BAZL Bundesamt für Zivilluftfahrt  Awaiting response. On the Civil Aviation Safety Officer (CASO) website, the FOCA takes the following position in relation to the present safety recommendation:  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 detaile and comprehensive safety recommendations into practically orientated and usable working packages. These cover the follow areas:  • 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  Rapport final Schlussbericht		
Safety deficit  Currently, neither airfield managers nor their fire brigades know whether they have any BPS (ballistic parachute system) -equipp aircraft on site, and if so in which hangar.  Safety recommendation  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 in the location of any BPS aircraft.  Hangars, which have BPS aircraft, must be identified clearly, so callout crew can respond accordingly if a hangar fire breaks out.  Hangars must have maximum thermometers, so supervisors car check what temperatures have been reached.  Addressees  BAZL Bundesamt für Zivilluftfahrt  Stage of the implementation  Awaiting response. On the Civil Aviation Safety Officer (CASO) website, the FOCA takes the following position in relation to the present safety recommendation:  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 detaile and comprehensive safety recommendations into practically orientated and usable working packages. These cover the follow areas:  • 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  Rapport final Schlussbericht	Date of the publication	27.08.2013
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Investigation report concerning the safety recommendation  Rapport final Schlussbericht		Exchange of information
the safety recommendation Schlussbericht		Communication
<u>Final report</u>		

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