



## Safety recommendation no. 452

<b>Date of the publication</b>	27.08.2013
<b>Number of the final report</b>	2148
<b>Safety deficit</b>	<p>Hangar fires can involve extreme temperatures which could cause BPS (ballistic parachute system) rockets on BPS-equipped aircraft which are not involved directly in the fire to explode. Rescue and firefighting personnel must be informed of the potential hazards associated with BPS and reminded of the risks. In particular, as well as the usual safety precautions the temperatures reached in the hangar should be measured or monitored and a safe distance kept from the BPS-equipped aircraft.</p>
<b>Safety recommendation</b>	<p>If the temperatures reached are less than 90 °C:</p> <p>If the temperatures indicated by the max. thermometer are less than 90 °C, or it is safe to assume no temperatures in excess of 90 °C have been reached, the heat indicators on the rockets have to be checked taking appropriate precautions. If the heat indicators confirm no temperatures over 90 °C have been reached, the emergency services can switch to standard operating procedures.</p> <p>If the temperatures reached are assumed to be in excess of 90 °C:</p> <p>If temperatures in excess of 90 °C have been reached, or if it is assumed that high temperatures have been reached, the emergency team leader must assume there is a risk of the rocket exploding. The emergency team leader must ensure that all parties involved remain at a safe distance, that the area of risk is cordoned off and that a disposal specialist is called in.</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>	<u>Rapport final</u>

Schlussbericht  
Final report