



Civil Aviation Authority

MANDATORY PERMIT DIRECTIVE

Number: 2019-005

Issue date: 10 April 2019



In accordance with 41(1) of Air Navigation Order 2016 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

Type Approval Holder's Name: Various	Type/Model Designation(s): Various
Title:	Placarding Requirements for Aircraft fitted with a Ballistic Parachute Recovery System (BPRS)
Manufacturer:	Various
Applicability:	All aircraft operating on a UK Permit to Fly fitted with a Ballistic Parachute Recovery System (BPRS)
Reason:	<p>After consultation with the Section S working group, on 19 December 2018, the CAA published an update to Section S to introduce requirements for Ballistic Parachute Recovery System (BPRS) placarding within Sub-Section K of BCAR Section S.</p> <p>In order to address a number of AAIB Safety Recommendations resulting from an aircraft accident, the CAA has agreed to mandate these requirements across the fleet to ensure standardisation in placarding for such systems.</p> <p>This MPD requires aircraft issued with a UK Permit to Fly and fitted with a Ballistic Parachute Recovery System (BPRS) to comply with the requirements outlined in CAP 482: British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes – Sub-Section K – S 2041.</p> <p>Such placarding ultimately stands to increase awareness to aid in recognising that such a system is fitted and to identify any potentially hazardous areas in proximity to the aircraft for both involved and third parties. This is particularly important in the event of an aircraft accident.</p>
Effective Date:	15 May 2019

<p>Compliance/Action:</p>	<p>For all applicable aircraft;</p> <p>At next annual or 100-hour inspection from the effective date of this MPD, whichever occurs first but no later than 12 months from the effective date:</p> <ol style="list-style-type: none"> 1. Inspect the aircraft visually (both internally and externally) for BPRS related placarding against the criteria in CAP 482: British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes (Issue 7 or later issue) - Sub-Section K – S 2041. See Notes 1 and 2. 2. Placarding must be fitted and visible on/in the aircraft in accordance with BCAR Section S (Issue 7 or later issue), Sub-Section K – S 2041. 3. Any placard(s) that are found fitted and are not compliant with BCAR Section S (Issue 7 or later issue), Sub-Section K – S 2041 should be removed or have compliant placards applied over them. The removal of placards should be carried out with instructions obtained from the BPRS or aircraft manufacturer where applicable to ensure no damage to the aircraft or system. See Notes 2, 3 and 4. 4. From the effective date of this MPD, it is prohibited to install on any aircraft, BPRS placarding that is not compliant with BCAR Section S (Issue 7 or later issue), Sub-Section K – S 2041. 5. An entry must be made in the aircraft’s logbook referencing this MPD number and include a Permit Maintenance Release statement signed by an authorised person/organisation. Where the Permit to Fly does not include a requirement for a Permit Maintenance Release statement, the logbook should be signed by a competent person. <p>Note 1: When working in proximity to the device or exit area, steps should be taken to ensure that the device is made safe as per the manufacturer’s recommended instructions.</p> <p>Note 2: Owners of BMAA/LAA administered aircraft should contact their respective Technical Office for advice or assistance.</p> <p>Note 3: Placards should be checked for compatibility with the aircraft materials before fitting (for example, some composite structures may not be compatible with solvent adhesives).</p> <p>Note 4: Care should be taken to ensure that placement of the placards will not interfere with the operation of the system (e.g by inadvertently reinforcing covers or fairings designed to be penetrated or blown clear by the ballistic device) Where applicable, the advice of the aircraft manufacturer should be sought.</p>
----------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK	
Reference Publications:	CAP 482: British Civil Airworthiness Requirements (BCAR) - Section S - Small Light Aeroplanes (Issue 7 or later issue) – Sub-Section K – S2041
Remarks:	<ol style="list-style-type: none"> 1. This MPD was originally published as Proposed MPD 19-01 and closed for consultation on 5 April 2019. 2. Ballistic Parachute Recovery Systems (BPRS) are fitted to any microlight with a maximum authorised take-off weight of 472.5kg. Example aircraft types include (but are not limited to): EV-97 Eurostar SL Microlight, Skyranger series, Eurofox, Flight Design CT2K/CTSW, Ikarus C42, Bristell NG5 Speed Wing, Foxbat series, Mission M108, TL2000UK Sting Carbon and TL-3000 Sirius. 3. If requested and appropriately substantiated, the CAA may accept Alternative Methods of Compliance to this MPD. Application for an Alternative Method of Compliance (AMOC) must be made to the CAA and, if agreed, the CAA will issue a written acceptance that confirms the AMOC meets the necessary compliance requirements. 4. Enquiries regarding this Mandatory Permit Directive should be referred to: General Aviation Unit (GAU), Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. Tel: +44 (0)1293 573988 E-mail: GA@caa.co.uk