



**Civil Aviation Authority**  
**SAFETY NOTICE**  
**Number: SN-2025/003**



**Issued: 20 February 2025**

**Part 21 Aircraft with Ballistic Parachute Recovery Systems  
(BPRS) Fitted**

**This Safety Notice contains recommendations regarding operational safety.**

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

|                                       |   |
|---------------------------------------|---|
| <b>Applicability:</b>                 |   |
| <b>Aerodromes:</b>                    | Not Primarily Affected  |
| <b>Air Traffic:</b>                   | Not Primarily Affected  |
| <b>Airspace:</b>                      | Not Primarily Affected  |
| <b>Airworthiness:</b>                 | Not Primarily Affected  |
| <b>Flight Operations:</b>             | All owners and operators of Part 21 Aircraft where Ballistic Parachute Recovery System (BPRS) is fitted |
| <b>Licensed/Unlicensed Personnel:</b> | Not Primarily Affected  |

## **1 Introduction**

1.1 Currently in the UK there are various Part 21 Aircraft fitted with a Ballistic Parachute Recovery Systems (BPRS) or Cirrus Airframe Parachute System (CAPS). These systems include a rocket motor to deploy the parachute in the event of an emergency. These systems are primarily installed on Cirrus SR Series SR20 and SR22 and SF50 aircraft but can also be installed on other Non-Complex Types (e.g. Cessna 172).

**Note;** CAPS is the proprietary name for this system as developed by the Cirrus Design Corporation and is factory fitted to their aircraft. The generic system made by other manufacturers is known as the Ballistic Parachute Recovery Systems (BPRS) in some cases this is factory fitted and in others may be fitted by an aircraft owner retrospectively.

1.2 There have been incidents and accidents where the system hasn't been activated or has not worked correctly where the rocket remains active when the aircraft is on the ground. This presents a danger to first responders and other third parties.

1.3 The current Part 21 certification codes (e.g. CS23, FAR Part 23) do not require the fitting of placards to warn people approaching the aircraft of the possible danger presented by the rocket. Non-Part 21 microlight aircraft are required to have clearly visible placards specified in BCAR Section S.

- 1.4 This Safety Notice recommends owners of Part 21 aircraft fitted with a BPRS system to apply high contrast placards at strategic locations to warn third parties where a rocket is installed.

## 2 Background

A report into a Cirrus SR22 accident published by the Australian Transport Safety Bureau (ATSB) ([VH-XGR on 17 March 2023 at Bankstown Airport, New South Wales](#)), Australia detailed how the first responders conducted an accident victim extraction from an inverted aircraft. They needed to cut into the aircraft in proximity to the Cirrus Airframe Parachute System (CAPS) and its armed initiation devices. The unobtrusive nature of the placard and the fact aircraft was inverted meant the placard went unnoticed. They were unaware of the risk CAPS presented until they were later informed by an individual with a knowledge of the aircraft and its systems. Steps were then taken to make it safe. Accordingly, the ATSB reported that Safety Action is being taken by the manufacturer on two new types of aircraft under development to clearly indicate the presence of the CAPS. However, this will not include in service Cirrus SR20 and SR22 aircraft retrospectively.

## 3 Actions

- 3.1 Owners/Operators of Part 21 Certified Types where a BPRS system has been fitted are strongly advised to contact the Design Approval Holder for the airframe, or in the case of an after-market (STC) fit, the STC Holder to obtain recommendations regarding the fitting of high contrast placards at strategic fuselage locations to warn third parties approaching the aircraft of the potential danger.

**Note:** As a minimum, owners should have a statement of ‘**no technical objection**’ (NTO) from the Design Authority (TC/STC Holder) which should be obtained via the TC Holder or the Type’s UK/European Agent. The NTO should include agreement of the locations of the placards (or areas where they shouldn’t be fitted) and the materials to be used.

- 3.2 Where placards are already present, Owners/Operators should consider whether they are clearly visible and meet the intent of this safety notice. Placarding equivalent or identical to that set out in Sub-Section K of CAA CAP 482 [[link below](#)] is suggested as an appropriate standard subject to the agreement of the Design Authority.

- 3.2.1 On completion of the application of the recommended placards and warnings inform the CAA (via [apply@caa.co.uk](mailto:apply@caa.co.uk)) to enable a note to be included against the aircraft registration in G-INFO.

## 4 Requirement or Guidance Material

- 4.1 The following sources contain useful information which should be used in conjunction with this Safety Notice.

- [CAA CAP 482, Section S](#) Sub-Section K

## 5 Queries

- 5.1 Any queries relating to specific aircraft and/or BPRS system requirements should be addressed to TCH or holder of the approved modification.

- 5.2 Any queries or requests for further guidance for this communication should be addressed to:

GA Unit, Safety & Airspace Regulation Group,  
Civil Aviation Authority,  
Aviation House,  
Beehive Ring Road,  
West Sussex, RH6 0YR

E-mail: [GA@caa.co.uk](mailto:GA@caa.co.uk)

## **6 Cancellation**

- 6.1 This Safety Notice will remain in force until further notice.