



Safety recommendation no. 497

Date of the publication	26.03.2015
Number of the final report	2272
Safety deficit	<p>At approximately 08:30 on 13th December 2014, the Cessna 182J aircraft registered as HB-CBZ began a take-off run on grass runway 34 at Lucerne-Beromünster Airport (LSZO). On board were four parachutists who were not wearing any seat belts. Due to the wet conditions, the grass runway was very soft and, in parts, slightly frozen.</p> <p>During the take-off run, the aircraft failed to reach the speed required for take-off and rolled beyond the end of the runway. After having avoided a ditch bordering the adjacent field, the nose landing gear buckled on the soft farmland and the aircraft came to a sudden stop, causing the parachutists – not wearing any seat belts – to be thrown forwards.</p> <p>The pilot's seat was torn from its seat rails due to the stress caused by the impact of the two parachutists sitting on the right-hand side, and the pilot was wedged against the instrument panel as the seat belt on this seat gave way.</p> <p>The lack of seat belts for the parachutists was determined as a causal factor in the pilot's seat being torn from the seat rails.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA) and the European Aviation Safety Agency (EASA) should take measures to ensure that aircraft occupants are secured during take-off, landing and turbulence, even during special types of operation, including drops for parachute jumps.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	<p>The EASA responded in a letter of 2 June 2015:</p> <p>According to Part-SPO (specialised Operations) of Commission Regulation (EU) No965/2012, aeroplanes and helicopters shall be equipped with a seat or station for each crew member or task specialist (such a parachutist) on board; a seatbelt on each seat; and restraint devices for each station (SPO.IDE.A/H160). The floor of the aircraft may be used as a seat, provided means are available for the task specialist to hold or strap on (SPO.SPEC.PAR.110).</p> <p>SPO:GEN.106 requires the task specialist to be restrained that his/her assigned station during critical phases of flight or whenever deemed necessary by the pilot-in-command in the interest of safety, unless otherwise specified in the Standard Operating Procedures (SOP).</p>

It should be noted that Member States have until 21 April 2017 to apply the provisions in Part-SPO and national legislation applies in the meantime.

**Investigation report concerning
the safety recommendation**

Schlussbericht
