



Safety recommendation no. 567

Date of the publication	22.12.2020
Number of the final report	2370
Safety deficit	<p>The safety investigation demonstrated that certain aspects of the aircraft's performance and operating data were no longer accurate or were missing. It was, for example, no longer possible to achieve the documented performance for cruise flight, there was a lack of information on manoeuvring speed, and the performance after an engine failure was insufficiently documented.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation should require the air operator to determine key performance data of its Ju 52/3m g4e aircraft following a major overhaul, and adapt the corresponding documents accordingly prior to the aircraft type being released for service.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Not implemented. The FOCA is essentially in agreement with Safety Recommendation SE 567. In the light of emerging developments, the wording of the safety recommendation appears obsolete. The two aircraft HB-HOY and HB-HOP have been deleted from the Swiss Aircraft Register. It can be assumed that the aircraft will never be put back into service.</p> <p>According to the FOCA, the only HB-HOS aircraft still on the Aircraft Register will not be rebuilt/restored. It is therefore highly unlikely that the HB-HOS historic aircraft will fly again.</p> <p>Determining performance data for 'overhauled' aircraft of the type JU-52 is therefore an obsolete issue according to the wording of the safety recommendation. However, it is of course conceivable and possible that other aircraft of this type will be re-registered in the 'historic' sub-category at a later date and permitted to fly. A full overview of the determination of performance data, that is the analysis of all manufacturer's data (e.g. flight manual, maintenance documentation, etc.), is given in the context of Safety Recommendation No 566 (oversight of historic aviation/specialist and methodological competence). In terms of meaning and intent, the implementation of the safety recommendation is therefore factually covered by Safety Recommendation No 566. For this reason, we would ask that Safety Recommendation No 567 be concluded on this basis.</p>
Investigation report concerning the safety recommendation	<p>Final report Schlussbericht Rapport final Rapporto finale</p>