



Safety recommendation no. 568

Date of the publication	30.03.2021
Number of the final report	2368
Safety deficit	<p>The changeover from traditional technical administration to an electronic solution was designed in a flight school in such a way that information on the technical condition of its aircraft was only available to the flight school as aircraft owner for a long time. However, the pilots, the maintenance organization and the supervisory authority only had an incomplete and varying level of information. This was recognised as a factor to risk in the investigation of an aircraft accident.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA) should take appropriate measures to ensure that, with the start of the switch to electronic logbook systems, authorised persons have unrestricted access to information on the technical condition of the aircraft.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. In a letter dated 23 July 2021, the FOCA agrees with Safety Recommendation No. 568 and states that during the audit of 1 October 2020, the flight school was found to have ineffective processes and tools for the exchange of information between the flight school, the pilots and the maintenance organisation with regard to the status of the aircraft. As the FOCA writes, the cause of this difficult exchange was the hybrid use of the flight logbook (paper) as well as the electronic logbook (ELB), whereby not all parties involved had access to all records. After adjustments were made to the management processes and the descriptions in the operating manuals, the flight school does not use a hybrid system today, but only the ELB.</p> <p>Furthermore, the FOCA inspectors of the Continuing Airworthiness Management Organisation (CAMO) and maintenance organisations were instructed and requested to analyse hybrid ELB systems in particular more closely when approving them. Furthermore, care should be taken to ensure that an ELB is made available to all authorised parties. Corresponding descriptions of the ESA are described in the CAMO or Combined Airworthiness Organisation (CAO) manuals.</p> <p>As a further action, the FOCA made appropriate submissions and presentations to EASA on the issue of ELBs via the General Aviation Technical Board Meetings (GA TeB). The FOCA's goal is to achieve a Europe-wide standard for such ELBs, which are to be published in the form of clear specifications.</p> <p>As a further measure, a corresponding reference is planned in the FOCA Guidance Material / Information - Certification Leaflet OM/TM, which is to be published with the forthcoming Revision 6, probably by</p>

the end of 2021. This will be used on the one hand by the FOCA inspectors and on the other hand will also be given to the operations when being certified as a new flight operation or Approved Training Organisation (ATO).

This will now explicitly refer to the unrestricted access to the log system by all parties involved. The newly submitted log systems of operations such as CAMO or CAO will be continuously checked for the subject matter and only approved if they comply with the above requirements.

The FOCA is actively involved in the development of the regulations on the electronic logbook in EASA and is constantly contributing its experience from the GA TeB and the Production and Continuing Airworthiness TeB.

A final date for the publication of the new regulations cannot be given today. The FOCA plans to issue a further statement on the status of implementation in due course.

**Investigation report concerning
the safety recommendation**

Schlussbericht
Vorbericht
