



Safety recommendation no. 570

Date of the publication	27.04.2021
Number of the final report	2369
Safety deficit	During an emergency landing outside the aerodrome area, which was due to a loss of motor power, the Pipistrel Alpha Electro 167 made a hard impact with the ground and then flipped over. The left attachment point of the pilot's lap belt was torn from the airframe.
Safety recommendation	The European Union Aviation Safety Agency (EASA), in cooperation with the aircraft manufacturer, should ensure that the seat belt attachment points can withstand such forces in all aircraft types which have an airframe similar to the Alpha Electro 167.
Addressees	EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	Implemented. EASA contacted the aircraft manufacturer after receiving the draft report and confirmed that similar seat belt anchorage points are not used on the manufacturer's other aircraft types for which EASA is the competent certification authority. The Alpha Electro 167 was operated as a prototype under EASA-approved flight conditions in support of EASA type certification of the Virus SW 128, but fell within the scope of Annex I to Regulation (EU) 2018/1139, meaning that EASA was not the competent certification authority. In such a case, EASA stipulates that pilot restraint systems must have met the relevant EASA certification requirements for the approval of future flight conditions.
Investigation report concerning the safety recommendation	Final report Rapport final Rapport de première information Schlussbericht