

EASA

Assessment; Safety recommendations issued to EASA, SHK report RL 2014:09

On 3 July 2014 the Swedish Accident Investigation Authority (Statens haverikommission – SHK) published a report, RL 2014:09, concerning a main rotor separation from the mast of a helicopter Bell 206B. In the report SHK issued two safety recommendations to EASA.

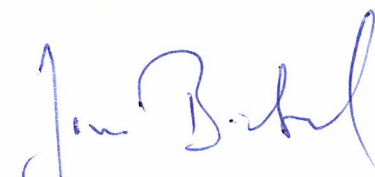
EASA was recommended to act for a reduction in the oil system's sensitivity to contaminants (*RL 2014:09 R1*) and to act so that operators of the helicopter type are provided with information and suggestions for preventive measures regarding the risk of contamination of the free wheel's lubrication system (*RL 2014: 09 R2*).

EASA has responded to the safety recommendations and stated that it will not pursue any further action.

SHK has assessed the reply of EASA and has the following remarks.

SHK does not share EASA's view that a small contamination between the filter and the restrictor can be detected by an operational check due to that there are no temperature or pressure measurement in the oil system after the restrictor. In view of this, SHK still consider that the recommendations are relevant. Furthermore, SHK considers that it is an unsafe condition that a contamination of a size of some millimeters can cause the separation of the rotor mast.

SHK closes the file and classifies the safety recommendations as closed – not accepted.


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