

Swedish Transport Agency

SHK's assessment of the Swedish Transport Agency's additional response to recommendations (SHK report RL 2015:11)

On 25 June 2015, the Swedish Accident Investigation Authority (SHK) published the report RL 2015:11 regarding an accident involving helicopter SE-JKJ in Kungsängen. In the report two recommendations were issued to the Swedish Transport Agency. The Transport Agency has responded to the recommendations. SHK has assessed the response and considers one of the recommendations as implemented and the second as partially implemented.

The second recommendation concerned the development of supervisory methods with the purpose of ensuring maintenance programmes (AMP) based on the latest data from the type certificate holders (RL 2015:11 R2).

The Transport Agency reported in its original response its planned measures to inform the sector and the approval holders about the responsibility of CAMO or the owner (the party responsible for airworthiness) regarding individual adaptation of the maintenance programme and about the responsibility of the maintenance body to report erroneous instructions to the party responsible for airworthiness. The Transport Agency has in an additional response stated inter alia that it is apparent that, when performing oversight, maintenance program is an area that gives rise to a relatively large number of shortcomings. An analysis of the area has been made and an action plan has been developed. This has led to information efforts. The focus of the future work is to create greater understanding and knowledge of the areas one should observe when maintenance programs are developed. However, the Transport Agency does not see a need to change its oversight methodology.

Already after the Transport Agency's initial response, SHK stated that by drawing relevant stakeholders' attention to the content of the regulations, compliance may improve, which is expected to positively affect flight safety. However, the Transport Agency has not commented on the extent to which the Agency's own supervisory methods could be developed. Thus, the Transport Agency does not appear to consider increasing its oversight activities or changing its own methods with the purpose to verify that maintenance programs (AMP) are personalized and updated.

What the Transport Agency has submitted does not change SHK's original assessment. The recommendation is therefore considered as partially implemented.

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