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Statens haverikommission  
P.O. Box 12538  
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This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

**Regarding an accident in Kungsängen on 14 July 2014 involving helicopter SE-JKJ of the model MD 600N, operated by a private individual**

*The Swedish Transport Agency is recommended to:*

*Develop supervisory methods so that EASA Part M, Subpart G approval holders ensure that Aircraft Maintenance Programmes (AMP) are based on the latest data from the type certificate holders (RL 2015:11 R2)*

*Use appropriate means to inform the sector of which forms of foiling of an aircraft that are permitted (RL 2015:11 R3)*

The Swedish Transport Agency's report on how SHK's recommendations RL 2015:11 R2 and RL 2015:11 R3 have been or will be implemented:

The Swedish Transport Agency intends to inform the sector and the approval holders (also internally) regarding:

- The responsibility of CAMO or the owner (the party responsible for airworthiness) to individually adapt the maintenance programme in accordance with M.A.302(e). Responsibility for following the maintenance programme is in accordance with M.A.201(a) or M.A.201(e)(ii).

- The maintenance body's (145/MF/66) responsibility to report erroneous instructions in accordance with 145.A.50(c) and M.A.202(c) to the party responsible for airworthiness.

The Swedish Transport Agency will inform the sector at seminars on 15 October 2015, 28 October 2015, 7-8 March 2016 and 14-15 March 2016 (?)  
The time for when this is to be completed is 30 April 2016, when the presentations from the seminars shall be published on the Swedish Transport Agency's website (RL 2015:11 R2).

The Swedish Transport Agency has informed the sector regarding the foiling of aircraft at the seminar held in March 2015 and thereby considers the recommendation to have been implemented (RL 2015:11 R3).

[signature]  
Simon Posluk  
Accident Chair