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European Aviation Safety Agency

John Vincent • Deputy Director for Strategic Safety • Executive Directorate

Cologne, 17. JUNI 2014
JVI/ZOL/RSO/E(2) 2014(D)52793

Board of Accident Investigation
(Statens Haverikommission / SHK)
Mr. Hans Ytterberg
Director General
P.O. Box 12538
10229 Stockholm
Sweden

Subject: Safety recommendations related to the event to BELL - 206 registered SE-HVI, on 15/08/2011, at Aitik, Norrbotten County - Sweden

Dear Mr Ytterberg,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,

A handwritten signature in blue ink, reading "John Vincent", is positioned above the printed name "J. VINCENT".

J. VINCENT

Copy: Rulemaking - Flight Standards
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European Aviation Safety Agency

Subject: BELL - 206 registered SE-HVI, on 15/08/2011, at Aitik, Norrbotten County - Sweden

Reply to Safety Recommendation SWED-2014-001 received on 18/02/2014

Safety Recommendation:	<p>EASA is recommended to ensure that: EASA Member States in their supervision check that operators have established operational limitations, which take into consideration risks entailed by the helicopter's design during operations with a suspended load. (RL 2014:02 R2)</p> <p>EASA:s medlemsstater i sin tillsyn kontrollerar att operatörer har etablerat operativa begränsningar, som omhändertar risker med helikopterns utformning vid operationer med hängande last. (RL 2014:02 R2).</p>
Response:	<p>Under the EU regulatory framework, the operations referred to in the safety recommendation are categorised as specialised operations (SPO).</p> <p>They are governed by Commission Regulation (EU) No 965/2012 on air operations, as amended by Commission Regulation (EU) No 379/2014 of 7 April 2014 (containing Part-SPO).</p> <p>According to SPO.OP.230, before commencing a specialised operation, the operator shall conduct a risk assessment, assessing the complexity of the activity to determine the hazards and associated risks inherent in the operation and establish mitigating measures. Based on the risk assessment, the operator shall establish standard operating procedures (SOP) appropriate to the specialised activity and aircraft used. This should take into consideration the risks related to the helicopter's design during operations with a suspended load. The associated SOPs should include suitable operational limitations as mitigation, also taking into account any limitations prescribed in the manufacturer's operating manual.</p> <p>Also, according to ARO.GEN.300, the competent authority shall verify continued compliance with the applicable requirements by operators for whom they have oversight responsibilities.</p> <p>In turn, EASA has a role in monitoring the application of the rules through standardisation inspections of the competent authorities, and indirectly, their undertakings.</p> <p>However, according to the derogation clause in Commission Regulation (EU) No 379/2014, Member States may decide not to apply Part-SPO until 21 April 2017.</p> <p>In these cases, national legislation shall apply in the meantime and it is the responsibility of the authorities in those States to check that operators under their responsibility comply with the applicable national legislation.</p> <p>Once Part-SPO is applied by an EASA Member State (by 21 April 2017 at the latest), the applicable rules should ensure that competent authorities check that operators under their oversight responsibility</p>



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	<p>have established operational limitations, which take into consideration risks entailed by the helicopter's design during operations with a suspended load. In addition, EASA shall monitor the application of the rules through standardisation inspections of the competent authorities, and indirectly, their undertakings.</p> <p>The Agency is of the opinion that, within their legal remit, the recommendation is addressed through the above-mentioned regulations, so no further action is required by the Agency.</p>
Status:	Closed – Agreement

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