

## **SUMMARY**

In conjunction with an exercise in take-off from confined areas with simulated one engine inoperative, the rate of descent became too high and the landing was hard, which resulted in structural damage to the helicopter. None of those on board suffered any physical injuries.

The cause of the accident was that the exercise was performed too far outside of the exercise profile without the risks of this being identified.

A contributing factor was that there were no clear criteria indicated when and how the exercise was to be aborted.

An underlying cause at the systemic level was that the ancillary aviation safety organisation, including the safety and monitoring functions, did not have sufficient insight into how various elements were to be practised and had not conducted any assessment of risks in conjunction with the performance of the exercise as a result of a lack of staff and staff turnover, including the nominated persons.

### **Safety recommendations**

In the light of the accident, the Swedish Maritime Administration has implemented a number of measures of both an aeronautical and management nature (see section 1.18.2). Considering the measures taken by the Swedish Maritime Administration, the Accident Investigation Board refrains from making any special safety recommendations.