

Ab.57

EASA

**Assessment; Safety recommendation issued to EASA**

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On 20 June 2012 the Swedish Accident Investigation Authority (Statens haverikommission – SHK) published a report, RL 2012:14, concerning the engine failure and subsequent emergency landing of a Cessna U206E. In the report SHK issued two safety recommendations to EASA.

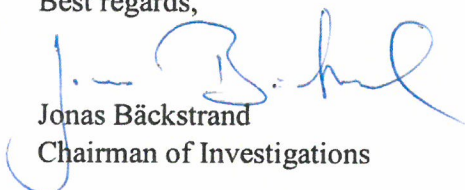
EASA was recommended to act to change the maintenance programme for the engine type in question and other engines with similar fuel injection systems, such as Continental IO-520, so that an internal inspection of the oil pan is conducted in connection with oil changes, with the purpose of checking for the accumulation of deposits. EASA was also recommended to issue an Airworthiness Directive to this effect, pending a change in the maintenance programme.

EASA has replied that the current maintenance procedures and documentation are adequate to ensure the safe operation of the engine type in question. As a result the safety recommendation has been classified as closed – disagreement.

SHK has assessed the reply and has the following remarks.

The investigation shows that large amounts of lead bromide can be accumulated in the oil pan on the engine type when operated with the rich fuel mixture. This accumulation is outside the maintenance organizations control as it can not be detected by a normal periodic inspection. Against this background, SHK finds it difficult to understand why the maintenance program cannot be increased with measures with the purpose of inspecting the oil pan when performing oil changes, for instance using fiber optics. This would neither be costly nor time consuming. SHK closes the file and classifies the safety recommendation as closed – not accepted.

Best regards,

  
Jonas Bäckstrand  
Chairman of Investigations