

The response from the EASA to the safety recommendation

The Japan Transport Safety Board received the response from the European Aviation Safety Agency (EASA) to the safety recommendation issued June 28, 2013 as attached regarding an accident of JA6522 (Eurocopter AS350B3) operated by Shikoku Air Service Corporation at Higashikagawa City, Kagawa Prefecture , Japan on September 22, 2011.

JTSB safety recommendation to the EASA

In order to contribute to the prevention of recurrence of similar accidents, based on the result of investigation of the accident, the Japan Transport Safety Board recommends that the European Aviation Safety Agency (EASA) take the following measures:

(1) Electrical equipment and its wiring in the baggage compartment

In this accident, the wiring connected to the strobe light power supply, installed in the rear hold of the Helicopter where a fire occurred, were not protected in a cage or rigid housing.

The airworthiness standards: FAR 27.855(b) stipulates as follows:

(b) No compartment may contain any controls, wiring, lines, equipment, or

accessories whose damage or failure would affect safe operation, unless those items are protected so that:

(1) They cannot be damaged by the movement of cargo in the compartment;

and

(2) Their breakage or failure will not create a fire hazard.

Therefore, the EASA should make it mandatory to modify the rear hold of the Eurocopter AS 350 series so that electrical equipment and its wiring are fully protected.

- (2) Manifestation of the matters which must be dealt with immediately by memory among the emergency procedures

In this accident, when smoke arose in the cabin, the pilot attempted to perform emergency procedures of aircraft, but failed to do so as provided in the Flight Manual because he had not enough time to confirm procedures with the emergency procedures checklist inserted into the knee board and because he did not remember necessary emergency procedures. The Flight Manual did not manifest the emergency procedures that must be dealt with immediately.

Therefore, in the Flight Manual of the Eurocopter AS350 Series, the EASA should urge the designer and manufacturer of the helicopter to specify the memory items among emergency procedures so that they can be performed immediately.



(Name)
Deputy Strategy & Safety Management Director &
Head of Safety Intelligence & Performance Department
Strategy & Safety Management Directorate

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Japan Transport Safety Board (JTSB)
Dr. Nohiro GOTO
Chairman
2-1-2, Kasumigaseki
Chiyoda-ku
Tokyo 100-8918
Japan

Subject: Safety recommendations related to the event to AEROSPATIALE - AS350 registered JA6522, on 22/09/2011, at Kagawa Prefecture - Japan

Dear Dr Goto ,

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

Yours sincerely,

(Original signed)

Copy: Certification - Rotorcraft
Certification Director
Flight Standards Director
Strategy & Safety Management Director



Subject: AEROSPATIALE - AS350 registered JA6522, on 22/09/2011, at Kagawa Prefecture - Japan

Reply to Safety Recommendation JAPN-2013-002 received on 10/07/2013

Safety Recommendation:	In the Flight Manual of the Eurocopter AS350 Series, the EASA should urge the designer and manufacturer of the helicopter to specify the memory items among emergency procedures so that they can be performed immediately.
Response:	In-service experience and review of occurrences data base did not show any previous safety concern related to the absence of memory items. The need to change the Aircraft Flight Manual is therefore not considered to be justified.
Status:	Closed – Disagreement

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