

## IMCA Safety Flash 15/16

May 2016

These flashes summarise key safety matters and incidents, allowing wider dissemination of lessons learnt from them. The information below has been provided in good faith by members and should be reviewed individually by recipients, who will determine its relevance to their own operations.

The effectiveness of the IMCA safety flash system depends on receiving reports from members in order to pass on information and avoid repeat incidents. Please consider adding the IMCA secretariat ([imca@imca-int.com](mailto:imca@imca-int.com)) to your internal distribution list for safety alerts and/or manually submitting information on specific incidents you consider may be relevant. All information will be anonymised or sanitised, as appropriate.

A number of other organisations issue safety flashes and similar documents which may be of interest to IMCA members. Where these are particularly relevant, these may be summarised or highlighted here. Links to known relevant websites are provided at [www.imca-int.com/links](http://www.imca-int.com/links). Additional links should be submitted to [webmaster@imca-int.com](mailto:webmaster@imca-int.com)

Any actions, lessons learnt, recommendations and suggestions in IMCA safety flashes are generated by the submitting organisation. IMCA safety flashes provide, in good faith, safety information for the benefit of members and do not necessarily constitute IMCA guidance, nor represent the official view of the Association or its members.

### 1 Preliminary Report into Helicopter Crash near Bergen

The Air Accident Investigation Board of Norway (AIBN) has published a preliminary report on the accident at Turøy, near Bergen, Norway on 29 April 2016.

An Airbus H225 helicopter was en route from an offshore platform in the Norwegian sector to Bergen Airport Flesland. The helicopter was cruising at 600m when the Main Rotor Head (MRH) and mast suddenly detached. The helicopter impacted on a small island and caught fire. The main wreckage thereafter ended in the sea where it came to rest at a depth of 1-9 meters. 11 passengers and two crew perished in the accident.

The AIBN notes:

*“The Preliminary report is published to disseminate information obtained during the earliest stages of the investigation. The intention is to give a brief update on the progress and findings two weeks into the investigation. The report is factual and contains neither conclusions nor safety recommendations”.*

The helicopter accident preliminary report can be downloaded [here](#). The Norwegian Air Accident Investigation Board website can be found accessed: <http://www.aibn.no/home>.