

**FORMAL REPORT ADDENDUM**

<b>Aircraft Type and Registration:</b>	Eurocopter AS332 L2 Super Puma, G-WNSB
<b>Date &amp; Time (UTC):</b>	23 August 2013, at 1717 hrs
<b>Location:</b>	Approximately 1.7 nm west of Sumburgh Airport, Shetland Islands
<b>AAIB Aircraft Accident Report:</b>	1/2016

**Introduction**

During the preparation for the Fatal Accident Inquiry into the accident to AS332L2, Super Puma helicopter, registration G-WNSB on 23 August 2013, additional information was presented to the AAIB which was not made available during the original investigation.

The investigation found that the Emergency Breathing System (EBS) of one of the passengers had been found in a condition which indicated that an attempt had been made to use the system during the accident. The new information confirmed that when the victim was recovered from the sea and taken to shore the EBS had been found stowed in its pouch on the passenger's life jacket. Before being received by the AAIB, the EBS was removed from its pouch and the valve operated; it was not possible to identify when this had occurred.

As a result of this information Section 1.13.1, Section 2.7.1 and Section 3 (a) Finding 26 of the AAIB report 1/2016 has been amended to reflect this information.

**Section 1.13.1 (Page 43)**

Original text:

*Passenger E's body was recovered from the water after the fuselage of the helicopter had broken open due to the wave action and contact with the shore. Evidence from the Emergency Breathing System (EBS) indicates that the mouthpiece had been removed from the pouch and the valve opened in an apparent attempt to use the device. Whilst there were some minor injuries, the evidence showed that the passenger had drowned whilst still in the cabin of the helicopter.*

Amended text:

Passenger E's body was recovered from the water after the fuselage of the helicopter had broken open due to the wave action and contact with the shore. A member of the RNLI lifeboat crew which recovered Passenger E's body stated that the Emergency Breathing System was stowed in its pouch on Passenger E's life jacket. This was verified by an expert from the manufacturer using photographs taken by the police after recovery of Passenger E to the shore. Whilst there were some minor injuries, the evidence showed that the passenger had drowned whilst still in the cabin of the helicopter.

**Section 2.7.1 (Page 129)**

Original text:

*The body of the fourth fatality showed no evidence of an anti-mortem incapacitating injury or illness. The post-mortem determined the cause of death to be drowning. Evidence from the inspection of the rebreather supports the conclusion that this individual attempted to use it during the event, successfully deploying it from the stowed position on the life jacket and activating the mouthpiece valve. Subsequent testing confirmed that the air bladder of the EBS was punctured. It was not possible to determine whether this damage was present at the time it was deployed by the passenger or occurred prior to or during recovery of the body. It was not possible to determine whether the user had been able to purge the mouthpiece or successfully breathe from the deployed air supply. There was insufficient evidence to explain why this passenger did not escape from the helicopter.*

Amended text:

The body of the fourth fatality was recovered from the sea after the fuselage of the helicopter had broken open as a result of wave action and contact with the shore. Post-mortem examination determined that there was no evidence of an anti-mortem incapacitating injury or illness and determined the cause of death to be drowning. There was no evidence that the passenger had attempted to deploy their EBS after the helicopter struck the sea and there was insufficient evidence to explain why this passenger did not escape from the helicopter.

**Section 3 (a), Evacuation and survivability, Finding 26 (page 144)**

Original text:

*26. One passenger died as a result of being unable to successfully escape from the cabin; this passenger had attempted to use their EBS.*

Amended text:

26. One passenger died as a result of being unable to successfully escape from the cabin.

The online version of the report was amended on 13 August 2020.