

Helicopter Underwater Escape (HUE2)



Contractor

CAAi

Consortium Members

None

Contract period

27/04/2022 - 26/04/2024

Budget

545 502 €

Scan the QR code or click [here](#) to visit the webpage of this project



Main objectives

This research project addresses the Safety Recommendation (SR) 2016-016 from the UK Air Accident Investigation Branch (UK AAIB) report AAR 1/2016 on the accident to helicopter G-WNSB on 23 August 2013: *“It is recommended that the European Aviation Safety Agency instigates a research programme to provide realistic data to better support regulations relating to evacuation and survivability of occupants in commercial helicopters operating offshore. This programme should better quantify the characteristics of helicopter underwater evacuation and include conditions representative of actual offshore operations and passenger demographics.”*

An initial review into the nature of the research was commissioned by EASA in 2020. The results of the first [Helicopter Underwater Escape research project](#) provided a comprehensive review of currently available information on underwater escape, identified shortfalls, and recommended further work to rectify this lack of information.

Two of the highest-priority recommendations identified in the previous project will be addressed by this research project, namely the maximum permissible forces required to operate underwater emergency exits and the time required to perform an underwater escape from the passenger cabin with a full complement of passengers.

Impacts & benefits

This action will provide information to assist future rulemaking activities aimed at improving the likelihood of a successful escape in survivable helicopter water impact accidents. Said rulemaking activities could potentially lead to proposed amendments to the Certification Specifications for Rotorcraft (CS-27 and CS-29), Air Operations Rules for helicopter offshore operations (HOFO) and additional airworthiness specifications (Part 26 and CS 26), and all the associated acceptable means of compliance (AMC) and guidance material (GM).

The output will also provide valuable technical information to support the development of the eVTOL and urban air mobility rules, requirements and means of compliance material to enhance survivability of occupants following accidents during overwater operations.

EASA-managed projects address research needs of civil aviation authorities and are geared to generate mid-term benefits after the successful completion to enhance safety, security, and sustainability.

