

EASA

Assessment; safety recommendations issued to EASA

On 28 June 2011 the Swedish Accident Investigation Authority (SHK) published a report, RL 2011:06, concerning an aircraft accident to a Piper PA32R, registration SE-IDT. In the report SHK issued a safety recommendation to EASA.

EASA was recommended to ensure that safe methods to identify and abort unsafe visual approach at an earlier stage (i.e. 300 feet) than that provided in appendix 9, part 4 of the proposed PART-FCL, be included in future training plans for flight training.


On 18 December 2012 SHK received the EASA reply to the recommendation (se attachment).

The EASA reply refers to how a go-around is performed, that it is included in the training, that it might be initiated in an early stage and that the PPL(A) skill test contains a "go-around from low height". However, SHK consider it to be safer to abort an approach and perform a go-around as early as possible. There would be safety benefits to gain if pilots were trained to identify the need for a go-around at an earlier stage (300 feet) and therefore would not have to perform the maneuver from low height. The aim of the recommendation is to introduce tools for detecting an unsafe approach in an early stage. SHK has information that some training organizations use a stabilized approach concept which could for example include a check at 300 feet of

- target speed +/- 5 kt,
- landing configuration,
- lined up,
- glide slope OK.

SHK consider that the recommendation has been partly taken care of.
(Closed – partly agreement)

On behalf of SHK


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