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LFH 2017-4070
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This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Statens haverikommission
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The Swedish Transport Agency's account of how the recommendations in RL 2018:04 R1 and RL 2018:04 R2 shall be implemented

The Swedish Transport Agency is recommended to:

Consider the need for information initiatives directed at airport owners in regard to the requirements set out in the Swedish Transport Agency's regulations and general advice (TSFS 2010:123) on the design and operation of airports that do not require a permit. RL 2018:04 R1

Consider the need for information initiatives in regard to the commander's responsibility to only use airfields suitable for the applicable aircraft type and operation. RL 2018:04 R2

The Swedish Transport Agency intends to implement the recommendations of RL 2018:04 R1 and RL 2018:04 R2 through various types of information initiatives. We will have a meeting with KSAK/KSAB on 24/05/2018. The aim of this meeting is to, with their help, inform airports of SHK's accident investigation and of the requirements set out in TFSF 2010:123. The solutions that we are primarily considering include publishing information on their website and setting up a link from KSAK's website to the relevant information on the Swedish Transport Agency's website.

The Swedish Transport Agency's plan is for the implementation to be finished as soon as possible; however, no later than 30 September 2018.

The Swedish Transport Agency also intends to provide information about the provisions in national regulations as well as EU regulations in regard to obstacle clearance. The obstacle clearance altitude of 4.8 metres has been established to ensure obstacle clearance for large vehicles. If an airport does not comply with the obstacle clearance requirement, it is the responsibility of the airport operator to take suitable measures. Depending on the circumstances, the airport operator may move the road, lower the road,

move the threshold further in, close the runway, turn the runway, prohibit vehicles taller than a certain measurement, install traffic lights, alter the glide path (for instrument aerodromes), etc.

However, it is our assessment that, as a government agency, the Swedish Transport Agency should not tell the airport operator what to do, as the conditions are different at each airport. The most important thing is that the airport operator ensures obstacle clearance; how they do it is secondary in our view.

Within the scope of our collaboration with Allmänflygsäkerhetsrådet (the general aviation safety council), the Swedish Transport Agency will investigate whether there is a need for information initiatives in regard to the commander's responsibility to only use airfields suitable for the applicable aircraft type and operation. If we conclude that there is a need for such information, the information initiatives will be completed no later than 31/12/2018.

The decision in this case was made by Head of Unit Simon Posluk. Also participating in the final processing of the matter were Robert Jangfall, Airport Inspector, Jörgen Andersson, Head of Airspace and Aerodrome Section, Magnus Axelsson, Inspector, Anders Leufgård, Head of Helicopter, General Aviation and Boating Section, and Britt-Marie Kärlin, Accident Investigation Coordinator and reporting.

Simon Posluk

Head of

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