



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.

Swedish Accident Investigation Authority

**Measures taken in response to the recommendations made in the Swedish Accident Investigation Authority (SHK) Final Report RL 2018:08 Accident in Älvsbyn, Norrbotten County, 26 September 2017, involving helicopter SE-JVI of model MD 369D, operated by First European Aviation Company (FEAC).  
Ref. no. L-114/17**

In the stated report, SHK has made two recommendations to the Swedish Maritime Administration, and in the following letter, the Maritime Administration will account for the measures taken in response to those recommendations.

**Measures taken**

- *Review their procedures for how classification of emergency broadcasts on international emergency frequencies is applied. (RL 2018:08 R4)*

The Maritime Administration's joint rescue coordination centre (JRCC) has updated and clarified the procedural documentation concerning classification of emergency broadcasts on international emergency frequencies.

JRCC has furthermore provided information and training on these updates for all its personnel.

JRCC has also supplemented its basic training plan for rescue coordinators with these updates.

- *Evaluate and, if needed, develop their procedures to ensure a sufficiently quick dispatch of flying rescue units that are equipped, trained and have practised for search missions, including homing of emergency locator transmitters. (RL 2018:08 R5)*

Date  
14/11/2018

Our reference  
17-03393

In consultation with the Maritime Administration's Helicopter Unit, JRCC has established new procedures for JRCC and SAR helicopter crews, which entail both an earlier and quicker dispatch of a SAR helicopter or other flying rescue unit. Work has also been conducted internally at the Helicopter Unit in order to shorten the time between alert and ATD for the SAR helicopter.

JRCC has clarified the meaning of TSFS 2015:51 in regard to the various critical situations and the actions that the Joint Rescue Coordination Centre is to take in those situations, including information and dispatch of rescue units, for example flying rescue units.

JRCC has clarified the current procedures for "Information sharing and assignment parallelity" as another way to increase the possibilities of quick dispatch of other flying rescue units outside of the Maritime Administration organisation.

JRCC has provided information and training on these new procedures for all its personnel, and has clarified and supplemented its basic training plan for rescue coordinators.

The Maritime Administration makes the assessment that the measures taken should be sufficient to implement the recommendations.