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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

Swedish Accident Investigation Authority
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The Swedish Transport Agency's response to the final report into the serious incident involving a near collision at Arvidsjaur Airport, Norrbotten County on 23 August 2021 involving a vehicle on the runway and the aeroplane VH-JOZ of the model Cessna 208

Safety recommendations

The Swedish Transport Agency is recommended to:

- Investigate the need to implement *Sterile Concept* in the national ATS regulation (TSFS 2019:126). (RL 2022:01 R1)
- Follow up how adequate situational awareness for relevant ground staff is achieved, for example by monitoring the tower air traffic frequency, at Swedish airports. (RL 2022:01 R2)

The Swedish Transport Agency has studied the aforementioned final report and has the following response:

Response to RL 2022:01 R1:

The Swedish Transport Agency intends to:

Consider implementing *Sterile Concept* within the scope of the planned regulatory development process. At present, the plan is make a decision at the time of the next update to the ATS regulation on the potential introduction of such a rule and how this would be worded. Information should also be provided when the regulatory project is expected to take place.

A case is created internally at the Transport Agency with an assignment to consider whether to implement *Sterile Concept* in the ATS regulation at the time of the next project and the proposal above is taken into consideration at that time. This assignment also includes removing MFL 2-2014 following the update.

The Swedish Transport Agency is taking the follow action:

Proposal that there be a regulatory project encompassing a decision on the introduction and a precise wording, should there be a decision to conduct the regulatory project. During discussions at the Transport Agency, our assessment is that the regulations need to be function-based. Each ATS unit needs to be able to tailor the sterile concept in order to suit its specific operations. The aim is not to, for example, ban visits to operational environments. The sterile concept must also be made adaptable to operations. At some (very small) airports, it may be reasonable to completely avoid non-operational discussions when there are movements within one's area of responsibility, but this is not possible in practice at large airports or centres.

One proposal is to take inspiration from (EU) 2017/373 ATS.OR.320; a proposed new rule might therefore be:

“An air traffic control service provider shall develop, implement and monitor a sterile concept in order to manage the risks of operational personnel being distracted when on duty.”

If deemed necessary, a general guideline can also be introduced which states that the sterile concept shall be tailored to the organisation's needs in order to mitigate the risk of distraction but, at the same time, to allow non-operational activities (such as maintenance or visits) to be conducted as safely as possible.

Response to RL 2022:01 R2:

The Swedish Transport Agency intends to:

Continue the follow-up that encompasses all certified instrument aerodromes through desk-based monitoring in the form of an annual operational status report. We have previously used this to request information about, for example, how traffic is controlled, for example, when air traffic control is closed/the airspace is uncontrolled. We intend in next year's operational status report to ask targeted questions in order to follow up how aerodrome operators are working with situational awareness for drivers operating vehicles in the manoeuvring area.

In conjunction with inspections at airports, the Transport Agency will, in future, engage in a dialogue with the aerodrome operator regarding how they are working with situational awareness for drivers operating vehicles in the manoeuvring area, e.g. through potentially having a radio in ground vehicles that is monitoring the aeronautical radio frequency (VHF) while in the manoeuvring area, regardless of whether air traffic control is open or closed.

The Swedish Transport Agency is taking the follow action:

In next year's operational status report, the Swedish Transport Agency will ask targeted questions in order to follow up how the aerodrome operator is working with the situational awareness of drivers operating vehicles in the manoeuvring area and whether drivers of vehicles operating in the manoeuvring area are equipped with an aeronautical radio for monitoring.

The Transport Agency has recurrent analysis of focus areas and specific follow up of runway incursions and runway excursions.

In conjunction with inspections, the Transport Agency informs the aerodrome operator of the benefit of having at least an aeronautical radio for monitoring in order to increase situational awareness.

Decisions in this case have been made by Simon Posluk, head of unit. The advisers Magnus Axelsson from the section for helicopters, general aviation and pleasure boats, Niclas Bergling from the section for airspace and aerodromes, Johan Grauers from the section for air navigation services, Nicklas Svensson, expert in human factors/MTO, and Magnus Hällborn, accident coordinator, have participated in the final administration of the case, the latter acting as rapporteur.

Simon Posluk

Head
Unit for sustainable development