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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.

Swedish Accident Investigation Authority  
P.O. Box 6014  
SE-102 31 Stockholm

## **The Swedish Transport Agency's account of how the Swedish Accident Investigation Authority's recommendation RL 2018:01 R1 will be addressed.**

### **Safety recommendation**

**The Swedish Transport Agency is recommended to:**

**Investigate whether car roads next to airports constitute a major safety issue and whether risks can be minimised through physical installations at the airports or through special information measures. (RL 2018:01 R1)**

We intend to provide information about the event investigated by the Swedish Accident Investigation Authority (SHK) in the form of a letter to the Swedish airports. In this regard, there are certified and non-certified Swedish airports. In total, there are 45 instrument aerodromes, 3 certified non-instrument aerodromes and approximately 160 airports that do not require approval.

The information we intend to provide in the letter refers to the rules and regulations in regard to the obstacle limitation surfaces. Depending on the type of airport, these are set out in either the Swedish Transport Agency's regulations and general guidelines or in the Commission Regulation (EU) No 139/2014 laying down requirements and administrative procedures related to aerodromes.

The emphasis in this information will be on the requirement for the aerodrome's obstacle limitation surfaces to be kept free of obstacles. We will especially underline the requirement stating that if there are roads used by vehicles within or in the vicinity of the airport, the obstacle-free area relating to the obstacle limitation surfaces' horizontal projection shall be based on a vehicle height of

4.8 metres, unless vehicle traffic can be regulated by the aerodrome.

We will also be requesting a report on the aerodromes that have one or more roads within or in the vicinity of the area and how these have ensured obstacle clearance within the obstacle limitation surfaces. Based on the results of our data collection, we can take further supervisory measures if we find it necessary.

In the letter, we will also underline the importance of reporting any occurrences in civil aviation in accordance with the Regulation (EU) No 376/2014 of the European Parliament and of the Council on the reporting, analysis and follow-up of occurrences in civil aviation. The reporting party's willingness to report events is central in ensuring the provision of future information and preventing accidents and near-accidents.

As we currently do not have contact information for the airports that are not certified, we are looking into how to contact them. We have been in contact with KSAB (Swedish airfields), but it is yet unclear whether we can use their address information.

As our planned measures require resources, we need to set aside time for this in 2018.

[Signature]

Simon Posluk  
Head

Market, Environment and Analysis Unit