

Subject: EMBRAER - EMB145 registered G-RJXF, on 17/10/2018, and ATEC 122 Zephyr 2000 C registered SE-VKA, on 17/10/2018, at South east of the AD in the TMA - Europe and North Atlantic

Reply to Safety Recommendation SWED-2019-001 received on 09/10/2019

Safety Recommendation:	Ensure that clear requirements regarding the limitations of conventional navigation aids are included in the recurrent training. (RL 2019:12 R1)
Final response:	<p>Commission Regulation (EU) No 1178/2011 (the Aircrew Regulation) provides the framework for teaching and assessing airmanship skills during the initial instrument rating (IR) training. Usage and limitations of the localiser (LOC) signals are addressed by learning objective 062- Navigation-Radio Navigation according to FCL.615 IR of the Aircrew Regulation, covering system limitation aspects such as false LOC, Glideslope (GS) etc. and exercised during the practical part of the training.</p> <p>In addition, Commission Regulation (EU) No 965/2012 (the Air Operations Regulation) requires the operators to conduct risk assessments for their operations and to mitigate the associated risks (ORO.GEN.200), by establishing adequate standard operating procedures (SOPs)/checklists and providing appropriate flight crew training/checking (ORO.GEN.110(d) and (e)), documented in the operator's operations manual (OM) (ORO.MLR.100). The OM should include a description of all navigation procedures, relevant to the type(s) and area(s) of operation covering approach, landing preparation and briefing for the operator's routes and fleet (AMC3 ORO.MLR.100).</p> <p>The Agency has already published the following Safety Information Bulletins which the involved stakeholders are encouraged to take into account:</p> <ul style="list-style-type: none"> • SIB 2010-033 'Flight Deck Automation Policy - Mode Awareness and Energy State Management'; • SIB 2014-07 'Unexpected Autopilot Behaviour on Instrument Landing System (ILS) Approach'; • SIB 2014-17 'Aeroplane Mode Awareness During Final Approach'; • SIB 2018-06 'Incorrect Airport Surface Approaches and Landings'. <p>The Agency believes that the established performance-based regulatory framework clearly indicates the obligation for the operators' training departments to address the awareness on the limitations of conventional navigation aids in the recurrent training programmes. National Aviation Authority (NAA), during the continuous</p>

	oversight activities, based on the reported occurrences, needs to address any such issues taking into account the specificities of the operating environment of the operators under its' oversight.
EASA Status:	Closed – Partial agreement

