

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.

**Statement**

1 (2)

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Swedish Accident Investigation Authority  
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**The Swedish Transport Agency's response to the Swedish Accident Investigation Authority's final report RL 2017:03**Ref Final report RL 2017:03**SHK: The Swedish Transport Agency is recommended to:**

- Work for the introduction of a generic Safe Landing concept including the flight phase from the runway threshold until full stop. (RL 2017:03 R3)

The Transport Agency has implemented the following measures in order to act to reduce the risk during the flight phase from point/height 50 ft. over the runway - landing manoeuvre until the aeroplane has come to a full stop.

- **Immediate measures (short term):**
  - Supervision of preparations and implementation of the landing phase strengthened. Focus on crew cooperation, procedures and preparations for current potential hazards.
    - Thematic check-list section Runway Excursion
    - CRM during approach briefing, including Threat and Error Management (TEM) covering the touchdown phase.
    - Overall focus on risk management Runway Excursion. Examples from check-lists supervision Runway Excursion:
      - Accurate implementation and training of stabilized approach concept (Sap) in briefings.
      - Check that operators are communicating the importance of being stabilised in accordance with established procedures. Follow-up of the method and policy for go-arounds

- Inspecting airfields where there are deemed to be higher risks such as a demanding landing procedure. Follow-up of compensatory measures.
  - Short term remedial measure: Information about the use of FDM data in which following up parameters for the landing phase is central.
  - Information about current hazards to airlines' management at seminars, with a focus on countering the hazard concerning involving CRM correct TEM during preparations for landing.
- **Remedial measures (long term):**
  - Improved training flight inspectors performance calculation implemented 01/12/2016
  - Follow-up review inspectors' group 11/04/2017
  - Nomination of inspectors in order to develop the EASA regulations for calculation/limitation of landing performance. *RefNPA 2016-11 Review of performance requirements for commercial air transport operations.*

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