

This document is a translation of the original assessment in Swedish by SHK of the response to the recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the assessment.

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## **Assessment of the Swedish Transport Agency's response to the recommendation in the report RL 2020:05**

On 15 May 2020, the Swedish Accident Investigation Authority (SHK) published the final report RL 2020:05 concerning a serious incident at Stockholm/Västerås Airport on 4 September 2019. One recommendation was issued to the Swedish Transport Agency in this report (RL 2020:05 R1). The Transport Agency has responded to this recommendation and has specified what action has been taken and is planned.

In the safety recommendation, the Transport Agency was recommended to, in consultation with EASA, clarify the prerequisites for IFR flights to uncontrolled instrument aerodromes and take action to ensure this is communicated to all parties concerned.

According to the response to this recommendation, on 8 June 2020, the Transport Agency decided what prerequisites shall apply in order to allow IFR approaches in uncontrolled airspace without ATS. According to the response, this decision has been communicated via the Transport Agency's website and the agency has simultaneously initiated a regulatory process in order to create the regulatory conditions that enable such procedures to be dealt with and decided on. The Transport Agency is also engaged in an active dialogue with EASA on this matter.

SHK is of the opinion that it is satisfactory that an active dialogue is taking place with EASA on this matter and that a regulatory process has been initiated. However, the method in which the Transport Agency's decision is communicated via the agency's website does raise some questions.

Even though it is not within SHK's remit within the scope of the process of following up recommendations to have opinions on the Transport Agency's decision, it can be concluded that the aforementioned decision of 8 June 2020 is not easy to find on the website. As stated in the report, it is the content of AIP Sweden that pilots are expected to have knowledge of and comply with. As far as can be deduced from the response to the recommendation, this publication has not been updated and there are no plans to update it with this information. The effectiveness of the way in which the Transport Agency communicates information concerning interpretation and application of the regulations and which may be of significance to aviation safety does not appear to be satisfactory. In light of this, the recommendation is deemed to be partly implemented.

SHK deems the response to be partly satisfactory and the recommendation to be partly implemented.

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