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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
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The Swedish Transport Agency's opinion concerning the final report into the serious incident at Stockholm/Västerås Airport, Västmanland County on 4 September 2019 involving the aeroplanes Cessna 172-R, registration SE-LZF and Piper PA28 with registration SE-GVE.

Safety recommendations

The Swedish Transport Agency is 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 (see section 2.2).
(*RL 2020:05 R1*)

The Transport Agency has studied the aforementioned draft final report and intends to take the following action:

- On 8 June 2020, the Transport Agency decided on what prerequisites shall apply in order to allow IFR approaches in uncontrolled airspace without ATS. This decision has been communicated via the Transport Agency's website. The Transport Agency has initiated a regulatory process in order to create the regulatory conditions that enable such procedures to be dealt with and decided on. The plan is for this regulatory process to be completed in 2021 and the revised regulation will enter into force in January 2022.

- The Transport Agency has pointed out to EASA that there is, in some respects, a discrepancy between flight operations and aerodrome regulations within ICAO/EU/EASA in terms of the potential to perform IFR approaches at uncontrolled aerodromes. This discrepancy creates problems for those who have to comply with these regulations and for aviation authorities in the course of their duties. This discrepancy is unfortunate and the Transport Agency is involved in an active dialogue with EASA, with the hope that clarity will be achieved in 2021.

Decisions in this case have been made by Head of Section Andreas Tapani. The adviser Magnus Axelsson from the section for helicopters, general aviation and pleasure boats, Toni Reuterstrand from the section for flight training, the expert in human factors/MTO Nicklas Svensson and the accident coordinator Magnus Hällborn have participated in the final administration of the case, the latter acting as rapporteur.

Andreas Tapani

Head
Section for analysis