

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 recommendation response from the EASA

On 17 November 2020, the Swedish Accident Investigation Authority (SHK) published a final report (RL 2020:11) into an accident at Malmö Airport on 17 November 2019 involving the aeroplane SE-LUX. In this report SHK directed a safety recommendation at the European Union Aviation Safety Agency (EASA), (R1).

The EASA was recommended to evaluate and decide whether a warning system that clearly indicates that the battery is not being charged by the alternators can be introduced as an operational requirement for aircraft operated under instrument flight rules or in darkness.

The EASA has responded to the safety recommendation and has principally stated the following. The safety failing that is encompassed by the recommendation has already been dealt with through applicable regulations and the current certification process. Consequently, there is no reason to take further action. Introducing additional requirements for systems that clearly indicate the battery is not being charged under the instrument flight rules or in darkness would not result in justified or proportional safety improvements.

The EASA has therefore evaluated and taken a position on the recommendation that was issued. This evaluation has not led to any action. SHK therefore deems the safety recommendation to have been dealt with. Nevertheless, SHK argues that the effect of a system whereby the pilot would have received a clear warning that the battery was not being charged would have been to improve safety. (Concluded – satisfactory response)

Best regards,

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