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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
P.O. Box 6014
SE-102 31 Stockholm

The Swedish Transport Agency' response to the implementation of the safety recommendation issued in the final report into the accident of 17 November 2019 involving the aircraft with registration SE-LUX of the model Beechcraft 95, operated by South Sweden Flight Academy AB

Safety recommendations

The Swedish Transport Agency is recommended to:

- Inform operators flying under the instrument flight rules or darkness about the risks of aircraft types that do not have a low voltage warning installed. (*RL 2020:11 R3*)

The Swedish Transport Agency has implemented the safety recommendation in the following way:

- An MFL (message from the Swedish Transport Agency about aviation) 2021-1 has been produced and published by the Transport Agency and this has also been sent to all those who subscribe to this information.
- KSAK has been asked to pass on information about this MFL to its c. 4200 members. The content of this MFL will be addressed at forthcoming meetings of the General Aviation Safety Council.
- FFK has also recently used a newsletter to inform its c. 2500 members about a new MFL that has been produced concerning the importance of checking the voltage and charge when flying in darkness and under IFR.

Decisions in this case have been made by Andreas Tapani, head of section. Magnus Axelsson, adviser from the section for helicopters, general aviation and pleasure boats, Jerry Köhlström, from the section for technical operations, Nicklas Svensson, expert in human factors/MTO, and Magnus Hällborn, accident coordinator, have participated in the final administration of the case, the latter acting as rapporteur.

Andreas Tapani

Head
Section for analysis