

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.

Swedish Transport Agency  
Civil Aviation and Maritime Dept.

## **SHK's assessment of the Swedish Transport Agency's response to recommendations**

On 27 November 2018, the Swedish Accident Investigation Authority (SHK) published its final report (RL 2018:09) regarding an accident involving the glider SE-UUB. In the report, SHK recommended the Swedish Transport Agency to take measures to ensure that supervision of glider activities is conducted in a way that meets the requirements set out in applicable regulations.

The Swedish Transport Agency has responded to the recommendation and accounted for the measures it has taken and intends to take. These measures focus primarily on the applicable regulations, i.e. Regulation (EU) No 965/2012, and contact with the European Union Aviation Safety Agency (EASA) to clarify how to interpret certain aspects of these regulations. The safety recommendation can thereby be considered partially implemented.

To some extent, the Swedish Transport Agency has delegated supervisory responsibility to Segelflygförbundet (the Swedish gliders' association). However, as of 2015, the operational supervision has not been delegated, which means that this responsibility lies with the Swedish Transport Agency.

SHK notes in its report that there are indications of shortcomings in how the procedure for winch launching has been developed at the aviation club involved, and that this has not been detected in the supervisory activities. This is in turn due to weaknesses in the delegation of supervisory tasks from the Swedish Transport Agency to Segelflygförbundet.

The Swedish Transport Agency states in its response that the above-mentioned EU Regulation prescribes that the competent authority shall carry out checks and inspections.

In its response, the Swedish Transport Agency has not accounted for any measures aiming to conduct checks or inspections, or otherwise ensure that the circumstances noted by SHK in the report are handled through operational supervision.

SHK therefore makes the assessment that the safety recommendation cannot be considered fully implemented. (Closed – partially satisfactory response)

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