

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.

Date
26/02/2019
Your date
27/11/2018

Ref. no./Designation
LFHL 2018-54796
Your designation
RL 2018:09

Statens Haverikommission
P.O. Box 6014
102 31 Stockholm

The Swedish Transport Agency's account of how the recommendation RL 2018:09 R1 is being implemented.

The Swedish Transport Agency is recommended to:

Take measures to ensure that supervision of glider activities is conducted in a way that meets the requirements set out in applicable regulations.
(RL 2018:09 R1)

The Swedish Transport Agency's response to the recommendation:

Glider activities fall under private flying, and the regulations stipulating how the Swedish Transport Agency is to supervise private air operations are found in Regulation (EU) No 965/2012 ARO.GEN.300.

In accordance with ARO.GEN.300, the competent authority shall verify

3) continuous compliance with the requirements applicable to non-commercial operators of other-than-complex motor-powered aircraft.

This verification shall

- 1) be supported by documentation specifically intended to provide guidance to personnel responsible for safety oversight in how to perform their functions;
- 2) provide the persons and organisations concerned with the results of safety oversight activity;
- 3) be based on audits and inspections, including ramp inspections and unannounced inspections.

The guidance material for Article 6(4) of EU 965/2012 includes sailplanes under the term “other-than-complex motor-powered aircraft”.

The Swedish Transport Agency has consulted EASA for a correct interpretation of the above, and EASA has replied that the oversight activities relating to private air operations should focus on “safety promotions”, i.e. different methods to develop, maintain and improve flight safety through information leading to altered behaviour. This is also in accordance with the GA road map and the European Plan for Aviation Safety (EPAS) produced by EASA.

The Swedish Transport Agency has informed EASA of the efforts being made within the scope of its general aviation safety council (AFSR), whose activities relate largely to providing information and raising awareness among private air operators of the risks in conjunction with flying and how to reduce these. EASA has responded that this is a good approach.

The Swedish Transport Agency monitors the developments in the implementation of oversight in regard to private air operations by participating in various forums and working groups within EASA. The Swedish Transport Agency has also submitted a formal request to EASA for further clarification on the realisation of ARO.GEN.300.

Within this context, the Swedish Transport Agency intends to continue its dialogue with EASA and the other member states, so that the agency can comply with governing provisions for how to implement oversight of private air operations.

The decision in this matter was made by Head of Unit Simon Posluk. Also participating in the final processing of the case were Head of Section Anders Leufgård and Advisor Magnus Axelsson from the Helicopter, General Aviation and Boating Section, Specialist Human Factors/MTO Nicklas Svensson, and Accident Investigation Coordinator Peter Andersson (reporting).

Simon Posluk

Head of
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