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Международная
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منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8160

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Mr. Hans Ytterberg
Director General
Swedish Accident Investigation
Authority
P.O. Box 6014,
SE-102 31 Stockholm
Sweden
Email: Asa.Karlsson@havkom.se

JUN 21 2017

Dear Mr. Ytterberg,

I wish to refer to your letter dated 9 March 2017, reference L-33/16, related to a serious incident involving a Fokker F28 Mark 0100 aircraft, registration YR-FZA, on 6 April 2016 at Gällivare Airport, Norrbotten County, Sweden. The relevant Final Report contains a safety recommendation (RL 2017:03 R1) addressed to the International Civil Aviation Organization (ICAO), which recommends that ICAO “Work for the introduction of a generic Safe Landing concept including the flight phase from the runway threshold until full stop”.

ICAO agrees with the Swedish Accident Investigation Authority that from the point of the approach at 1 000 ft until the runway threshold, *Procedures for Air Navigation Services — Aircraft Operations, Volume I — Flight Procedures* (Doc 8168) (PANS-OPS) states that a stabilized approach shall be defined by the operator’s standard operating procedures (SOPs), including speed ranges and crossing altitude deviation tolerances (e.g. when crossing the runway threshold). The SOPs should state that if an approach is not stabilized or has become destabilized at any subsequent point during an approach, a go-around is required.

The landing part begins when crossing the runway threshold and is described by the aircraft manufacturer in the aircraft flight manual approved by the State of Design and updated as required by the State of Registry. During the landing part, the flight crew must use the technique(s) prescribed by the aircraft flight manual (or the aircraft operating information contained in the operations manual). This is type-specific and adequately covered in the manuals.

Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, Attachment B, 7.4 further states that the operator should provide the flight crew with a method to ensure that a full stop landing, with a safety margin acceptable to the State of the Operator, that is at least the minimum specified in the Type Certificate holder’s aircraft flight manual (AFM), or equivalent, can be made on the runway to be used in the conditions existing at the time of landing and with the deceleration means that will be used.

As described in the aforementioned, the intent of the safety recommendation directed to ICAO has been implemented in existing ICAO provisions. Adding a term such as "safe landing concept" can create confusion and be detrimental to safety. The application of procedures is a competency that pilots should have to ensure safety during landings. These are covered in the *Manual on Evidence-based Training* (Doc 9995).

I trust that the foregoing information meets the intent of the safety recommendation in question.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S.P.C.', with a long horizontal flourish extending to the right.

Stephen P. Creamer
Director
Air Navigation Bureau

cc: Representative of Sweden
on the Council of ICAO