



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.

Summary of recommendations and measures implemented/planned RM 2016:02

Recommendation 2016:02 (R1)

Ensure that guidelines for choosing an appropriate method for radar column are produced and that training on these guidelines is implemented.

Measures implemented:

Several methods for radar column are currently described in UtbB. The decision to establish a standard method has been made.

Measures planned:

FM is drawing up a basic instruction for air operations that describes standardised methods and this will be used during training up until active service posting. Initially this will cover the JAS39; in the longer term, basic instructions will also be produced for the other aircraft systems as needed.

Schedule:

Selection of standard method for radar column, Q2 2017; for the basic instruction, Q2 2018.

Responsible:

VL (FVC)

Recommendation 2016:02 (R2 and R3)

Ensure that instructions for implementing major flight exercises are produced, which include the aim of systematically reducing risks in exercise activities.

Ensure that foreign military aircraft participating in exercises in Sweden obtain training in the Swedish conditions with integrated airspace.

Measures implemented:

LSS has been tasked with developing a publication that provides support during the planning and implementation of exercises.

The publication LSS is drawing up as a support for the planning and implementation of exercises is to be designed for national and international participation and is to cover the competence level of the international participants. The publication is to be an aid to planning for all functions, and will not cover only air operations.



Directions in FOM and SOM have been clarified with regard to exercise director air operations and exercise director fighter control.

Measures planned:

Complete and adopt the publication in question.

Schedule:

Adoption no later than Q2 2017.

Responsible:

VL (FVC)

Recommendation 2016:02 (R4 and R5)

Develop, in collaboration with the Swedish Transport Agency, appropriate regulations regarding matters including instructions from fighter controllers to pilots in airspace at the disposal of the Swedish Armed Forces for both Swedish and foreign military aviation.

Ensure that the relevant parts of applicable regulations are published and made available to foreign military aviation on exercise in Swedish airspace.

Background and considerations

Chapter 14, Sections 3–4 of the Swedish Aviation Ordinance (SFS 2010:77) state that the Swedish Armed Forces may issue regulations or make decisions concerning the activity of foreign military aviation in Sweden that is carried out within the scope of an exercise involving Swedish units or within the scope of international military test, training and exercise activities. A government decision is required. In other cases, foreign military aviation shall adhere to the provisions for civil aviation.

Monitoring to ensure that the measures have the intended effect is taking place through supervisory activities from FLYGI over the course of 2017. The supervision will be implemented in this regard with respect to exercise directing staffs during planning and implementation and during random inspection of foreign units participating in exercises in Sweden.

Measures implemented:

RML, including RML-T, is published on forsvarsmakten.se. To further clarify where everyone can find RML-T, AIP SWEDEN is to be supplemented with a reference indicating that provisions for foreign military aviation are found in RML-T and with the pathway there via forsvarsmakten.se. RML-T is published in Swedish and English. Proposals for new rule text have been drawn up, but can only be adopted following consultation with the Swedish Transport Agency (TS).

In order to implement R4 and R5, RML-T is being amended with addenda as per the text in red below. Some existing text is also reproduced below in order to place the new text in context.



Svenskt område

T.A.1.1 Dessa trafikregler ska följas av svenska militära luftfartyg i svenskt FIR.

T.A.1.2 Dessa trafikregler ska följas av utländsk militär luftfart som opererar enligt OAT i svenskt luftrum då detta meddelats av Försvarsmakten eller den svenska regeringen.

T.A.1.3 Dessa trafikregler kan kompletteras med övningsbestämmelser innehållande flygsäkerhetsbestämmelser vid flygövningar med svenska och/eller utländska militära luftfartyg.

Swedish territory

T.A.1.1 The rules of the air shall apply to Swedish military aircraft in Swedish FIR.

T.A.1.2 The rules of the air shall apply to foreign military aircraft operating as OAT when stated by the Swedish Armed Forces or the Swedish government.

T.A.1.3 In addition to the rules of the air there could be special exercise plans containing flight safety regulations established.

Flygning inom SUECIA CTA

T.F.10.1 Piloter ska, av flygstridslednings- eller flygtrafikledningsenheter, begära klareringar före inpassage i SUECIA CTA

Operations within SUECIA CTA

T.F.10.1 Pilots shall request clearances from a military air control unit or an air traffic services unit before entering the SUECIA CTA.

Flygstridsledares anvisningar

T.H.1.21 Flygstridsledare kan i vissa fall ge pilot hjälp med områdeshållning vid radarledning eller radarföljning varvid piloten förblir ansvarig för höjdhållning.

T.H.1.22 Anvisningar från flygstridsledningsenhet ska följas av befälhavare på samma sätt som klareringar från flygkontrolltjänsten.

T.H.1.23 Flygstridsledare får först efter tillstånd från aktuell flygtrafikledningsenhet anmoda pilot att frågå tidigare erhållen klarering från flyg trafikledningen.

Fighter controllers instructions

T.H.1.21 A fighter controller may in certain cases give a pilot assistance for the area holding by radar vectoring or radar following, and in doing so the pilot remains responsible for the vertical position.

T.H.1.22

Instructions from fighter control unit shall be complied with as clearances from ATC-service.



T.H.1.23 A fighter controller may, only after permission from the relevant air traffic services unit, instruct a pilot to depart from an earlier received clearance from the air traffic services.

Measures planned:

Consultation with the Swedish Transport Agency Q1 2016 regarding RML-T.
Introduction in AIP SWEDEN as soon as possible after the adoption of RML-T.

Investigate how FM is to ensure that directions are made available to other actors where FM Air Operator is not participating. This investigation also includes ensuring that FM has access to government decisions concerning foreign military aviation.

Schedule:

The plan is for RML-T to be adopted as soon as possible following the consultation with TS, but no later than 30/04/2017. Publication in AIP SWEDEN as soon as possible after the adoption of RML-T.

The investigation is to be completed in Q2 2017.

Responsible:

C FLYGI prepares, and decisions are made by ÖB.

Recommendation 2016:02 (R6)

Ensure that measures are taken to methodically guarantee the transfer of previous experience from flight operations to less experienced pilots in order to complete tasks at hand with a high level of safety.

Background/analysis

FM Air Operator has identified that a prerequisite for good experience transfer is stability in the orders of aeroplanes/resources that are required for implementation so that time can be spent on reflection after flight. Good predictability in operations means time is spent on the right things and not on contingency planning.

Flight and military airspace control training currently includes a method called “the Z model” for harnessing and conveying previously gained experience. Similarly, there is a method in the implementation of flight training to the effect that after a completed training element (UtbA), the responsible implementer shall report experience and proposals for development to FBS, whose responsibility includes implementing this in developed air operations training programmes and training documents

Measures implemented:

The flight training hiatus between GFU and GTU when T6 would be implemented at MHS Karlberg is gone. Flight training is now implemented without any hiatus.

Clarification in LML has been implemented in order to clarify the influence of those responsible on the production process with respect to level of ambition and to balance the tasks more explicitly.



Measures planned:

Implementation and follow-up to ensure that LML has the intended effect in operations.

An air operational training programme will be produced that is directed at employees who have an influence on air operations, both centrally and locally.

Clarify the importance of reporting and responsibility to report experiences of completed training programmes and proposals for their development.

Continue the development of production planning and production control.

Schedule:

The air operational training will be implemented for the first time in Q2 2017, then regularly upon new appointments.

Other measures are in progress and are being developed over time.

Responsible:

VL (FVC)