

Date  
20/06/2018Designation  
FM2017-22833:6 Page 1(1)

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.

**Recommendation RM 2017:02 R9**

*Introduce requirements for instrument flight competence for the helicopter type in question.*

The steering document for management of flight operations (FOM) stipulates that all crew members shall have the required training to carry out the relevant mission. It is the responsibility of the individual to ensure that the training specified by the applicable regulations has been carried out but the person who decides on the flight mission (BOF) also has a responsibility to verify this.

The aim is for all pilots to have the requisite competence, but variations may apply during certain stages of training.

At the time of the incident, the division had just been assigned the first version of the HKP14 which allowed instrument flight, and they had not yet had time to complete the training before the exercise took place. However, they realised that they could carry out the exercise flying VMC only and they established weather limits for this.

**Implemented measures:**

Everyone at the division now has instrument flight competence with regard to the HKP14.

**Planned measures:**

A review of the training instructions (Utba) for conversion to the HKP14 is under way and the plan is to have the instrument flight training at an earlier stage in order to more quickly obtain instrument flight competence on the helicopter type in question.

**Timeframe:**

Q2 2019

**Responsible:**

CF