

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.

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The Swedish Accident Investigation Authority's report RL 2017:10

On 7 December 2017, the Swedish Accident Investigation Authority (SHK) published its final report RL 2017:10 concerning a serious incident following take-off from Göteborg/Landvetter Airport on 7 November 2016 with a model AVRO 146-RJ 100 aircraft operated by Braathens Regional Aviation AB.

In the report, it was recommended that EASA investigate and evaluate the risks associated with the methods for de-icing and post-de-icing check as referred to in GM3 CAT.OP.MPA.250 of Commission Regulation (EU) No 965/2012, Doc 9640, especially with regard to the “incorporated method”, and determine whether the reference should be changed. EASA responded to the recommendation in a reply dated 8 February 2018.

The reply indicated that the EASA essentially was of the opinion that the recommended methods already were safe, provided that the procedures are carried out properly, but was nevertheless open to the idea that there may be reason to, in collaboration with the industry, evaluate whether the methods are appropriate. However, SHK found that the response didn't make clear whether EASA really intended to investigate and evaluate the risks associated with the methods to determine whether the reference to the recommended methods should be changed. SHK therefore found that the recommendation only could be regarded as partially implemented and that the response received only was partially satisfactory.

EASA has now sent a revised response to the recommendation. The new response shows that EASA has worked together with the de-icing industry to review the recommended de-icing methods. Against this background, SHK finds that the recommendation now can be considered implemented and that the response received from EASA can be deemed satisfactory.

Kind regards,

Helene Arango Magnusson
Chair Accident Investigations