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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.

Statens haverikommission
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The Swedish Transport Agency's report on how recommendation RL 2017:10 R3 will be implemented.

In accordance with the previous referral response of 23/10/2017, the Transport Agency's assessment remains that the presented recommendation is correct, relevant and important to address. A series of measures was initiated after the report was received. In order to get to the root of the problem and achieve a lasting effect, the measures are implemented in several stages.

TA increase in internal collaboration OPS/MG

The aim is to firmly establish responsibility for the various areas of expertise with regard to de/anti-icing and associated procedures among airlines and airworthiness organisations. Clearer division of supervisory roles MG/OPS.

TA training inspectors

The aim is to increase knowledge of de/anti-icing procedures and affected areas of concern within the division of responsibility in the AOC management system

- Implemented 19/12/2017
- Follow-up of training 19/01/2018
- Training and review RL 2017:10 conducted 19/01/2018

Information for airlines

The purpose of this information, with a focus on the root cause, is to achieve a better effect.

- Information bulletin 04/09/2017, pp. 8-9.
- AOC seminar 171122, ref presentation p. 8.

Review and update of supervision plan and supervision checklists

- Ensuring NP follow-up by supplier of flight safety-related services.
- Establishment of division of responsibilities among airlines between Compliance Monitoring and Nominated Persons (NP OPS/NP GND)
- Establishment of correct procedure for implementation of de/anti-icing – Checklist for risk/theme-based inspection updated
- Establishment of training programme among crew members and relevant suppliers
- Follow-up of safety management systems' (SMS) scope with regard to affected services. Are Hazard Identification and Risk Classification with associated compensative measures also applied to these suppliers?

- Presented at AOC seminar 171122; see pp. 27-31 of the presentation
- Checklists for supervision updated
- Training of inspectors for increased focus during inspection of procedures where the flight crew are dependent on external personnel for e.g., post-treatment checks, conditions on the ground during inspection (equipment, lighting, etc.), ground crew with a number of tasks.
- Supported by the new EASA OPS Regulation: GM4 ORO.GEN.200(a)(3) Management system (COMPLEX ORGANISATIONS — SAFETY RISK MANAGEMENT — INTERFACES BETWEEN ORGANISATIONS)

Follow-up of the management system's control and procedures with the concerned airline RL 2017:10.

- Measures carried out under supervision January/February 2018. The aim is to check the status of the airline in question. Overall long-term measures as per the above.
- Supervision of the designated method of post de-icing checks (see p. 52 RL 2017:10)

This case has been decided on by Head of Unit Simon Posluk. Head of Section Staffan Söderberg and Accident Investigation Coordinator Britt-Marie Kärlin assisted in the final handling of the case; the latter also acting as rapporteur.

[Signature]

Simon Posluk
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