

EASA

SHK's assessment of the reply to the safety recommendation from EASA

On 25 June 2015, the Swedish Accident Investigation Authority (SHK) published the report RL 2015:11 regarding an accident involving helicopter SE-JKJ in Kungsängen.

In the report, SHK issued a safety recommendation to EASA stating that EASA was recommended to use appropriate means to inform the sector of which forms of foiling of an aircraft that are permitted. An identical safety recommendation was issued to the Swedish Transport Agency.

The Swedish Transport Agency responded to the safety recommendation and described the actions taken to inform the national aviation industry about foiling of aircraft. SHK considered the response to be adequate and that the safety recommendation had been taken care of.

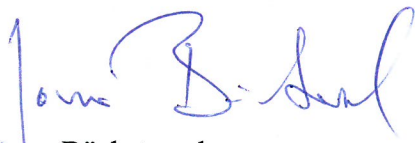
EASA responded in a letter of the 25 September 2015 and stated that EASA was analysing the matter and would establish contacts with the Swedish Civil Aviation Authority (i.e. Swedish Transport Agency) to provide a coordinated response.

The 29 November 2016 SHK reminded EASA about the matter and stated that no adequate response had still been received from EASA.

The 30 November 2016 EASA confirmed the reception of the above mentioned reminder.

No further response has been received from EASA.

SHK decides to close the file and considers the safety recommendation issued to EASA not to have been taken care of (Closed – not adequate response).


Jonas Bäckstrand
Chair of Investigation