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Rachel Daeschler
Head of Safety Intelligence & Performance Department
Strategy & Safety Management Directorate

2014(D)53976
BBO/RSO/SM
Cologne, 10. SEP. 2014

Board of Accident Investigation
(Statens Haverikommission / SHK)
Mr. Hans Ytterberg
Director General
P.O. Box 12538
10229 Stockholm
Sweden

Subject: Safety recommendations related to the event to BAE - JETSTREAM3100 registered ES-PJR, on 03/05/2013, at Sveg Airport - Sweden
Attachment: Safety recommendation reply

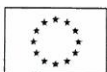
Dear Mr Ytterberg,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,



Rachel Daeschler



Subject: BAE - JETSTREAM3100 registered ES-PJR, on 03/05/2013, at Sveg Airport - Sweden

Reply to Safety Recommendation SWED-2014-002 received on 09/06/2014

Safety Recommendation:	EASA is recommended to investigate the conditions for installation of a warning system on the aircraft type in question which notifies the pilots of an incorrect engine configuration in connection with take-off. (RL 2014:07 R1)
Response:	<p>The certification of the Jetstream 3200 type design is based on the British Civil Airworthiness Requirements, which does not require a take-off warning system that notifies pilots of an incorrect engine configuration. Furthermore, such a requirement is not included in the current EASA certification requirements (CS-23) for this class of small transport aircraft.</p> <p>According to BAe Systems records and the occurrences history of the Jetstream 3100 and 3200 aircraft fleet, the Agency has determined that no unsafe condition exists that would warrant a mandatory design change.</p> <p>Nonetheless, the Agency will ask BAe Systems to investigate the conditions for installation of a warning system on the aircraft type in question.</p>
Status:	Open

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