

Mailing list

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.

Your office, administrator  
Swedish Accident Investigation Authority

Your date  
09/05/2019

Your designation  
M-15/18

Our office, administrator  
Carl Johan Frödin,  
carljohan.frodin@mil.se

Our preceding date

Our previous designation

**Measures taken by the Swedish Armed Forces in response to recommendations issued in SHK's investigation RM 2019:01 Piteå airport**  
(1 appendix)

In its final report RM 2019:01, the Swedish Accident Investigation Authority (SHK) has issued two recommendations to the Swedish Armed Forces, to be implemented no later than 9 August 2019. Appendix 1 specifies which measures the Armed Forces has taken or plans to take, as well as the delegation of responsibilities for each recommendation.

**Statement**

Participating in the preparation of this matter were Major General Mats Helgesson, Lieutenant Colonel Adam Nelson, Major Carl Johan Frödin and Defence Lawyer Andreas Jonsson.

This statement has been approved by Supreme Commander Micael Bydén. Also participating in the final processing were Colonel Anders Janson and Captain Peter Elison, with Lieutenant Colonel Andreas Dahlberg reporting.

[Signature]  
Micael Bydén

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Andreas Dahlberg

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**Mailing list**

Swedish Accident Investigation Authority

**For the purpose of information**

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## Introduction

The current criteria in FOM-B for landing on a short runway, which were also applicable at the time of the event, are relatively well described. This includes a description of the procedure, but no clear limitation for when an approach must be aborted.

As mentioned in the report, F21 introduced a limit following the event which entailed that:

During approach, a “completely stable position” must be achieved no later than at 200 feet; otherwise, a go-around must be initiated.

FOM-B furthermore describes short landings being carried out on runway class 5 and 6, but we also practice short landings on runway class 1 (and sometimes 2) without this being described. This may perhaps mislead decision-makers into thinking that runway class 3 is also approved for short landings.

If the Air Force considers there to be a need in the long term to carry out short landings on runway classes other than 1, 2, 5 and 6, this must be investigated and implemented. However, the Head of Flight Operations does not consider the conditions to exist at present. Instead, a special risk analysis must be carried out in each individual case as part of the decision basis for each case.

## Recommendation RM 2019:01 R1

*Introduce clear criteria for when a short runway landing should normally be aborted.*

### Measures taken:

None.

### Planned measures:

Decision-making support for pilots will be introduced in FOM-B relating to final approach at a correct plane angle.

FOM-B will also be clarified with criteria for when to abort a short runway landing.

### Timeframe:

Quarter 4 2019 (FOM correction for October)

### Responsibility of:

Head of Flight Operations (CF)

SWEDISH ARMED FORCES

Date  
28/06/2019Designation  
FM2019-12288:4

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**Recommendation RM 2019:01 R2**

*Develop and establish a method for producing decision-making documentation for the use of short runways and runways that are not militarily classified, in order to ensure that conditions relevant to the security on such runways are discovered and that information about them is conveyed to the air operations.*

**Measures taken:**

The Head of Flight Operations has informed the wings/divisions that short landings on runway classes other than 1, 2, 5 and 6 are not permitted.

**Planned measures:**

FOM will be clarified to state that short landings with JAS 39 are only permitted on runway classes 1, 2, 5 and 6 or following express permission from CF.

**Timeframe:**

Quarter 4 2019 (FOM correction for October)

**Responsibility of:**

Head of Flight Operations (CF)