

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.

Myndigheten för samhällsskydd och beredskap
651 81 Karlstad

The Swedish Accident Investigation Authority's report RM 2019:02

On 20 August 2019, the Swedish Accident Investigation Authority (SHK) published the report RM 2019:02, which deals with an accident that occurred on 21 August 2018 in Möljeryd, Blekinge County, involving a military aeroplane of the type JAS 39 C Gripen, operated by the Swedish Armed Forces.

A total of nine recommendations were issued in this report, four of which were addressed to the Swedish Civil Contingencies Agency (MSB).

MSB was recommended initially to, as soon as possible, complete the work on investigating the risks with burned and broken carbon fibre composite, and provide guidance for action in the event of an emergency where rescue personnel risks being exposed to such materials (RM 2019:02 R6). MSB was also recommended to map the risks with other hazardous substances, which rescue personnel run the risk of coming in contact with after aircraft accidents, and provide guidance for the action in such accidents (RM 2019:02 R7).

In its response to the recommendations, MSB has stated that it has initiated a process of compiling the research and development linked to new and future chemical risks for rescue services personnel and the public in the event of fires in modern vehicles. This study will also include mapping the risks that arise in the event of fires involving carbon fibre composite and what potential knowledge gaps there may be. The study will be completed in July 2020 and will be shared at that time with municipal fire and rescue services in an appropriate manner.

SHK is of the opinion that the action that has been taken and is planned can be regarded as corresponding to the recommendation and the response is therefore deemed satisfactory in this respect.

MSB was also recommended to map the need for a developed coordination and management of aviation accidents (RM 2019:02 R8). The agency was also recommended to, on the basis of the results of the above-mentioned survey, initiate and lead a work in which relevant actors such as the Swedish Maritime Administration, SOS Alarm, the Swedish Civil Aviation Administration and other air traffic management suppliers, the Police, the Swedish

Armed Forces, representatives for municipal rescue services and prehospital medical care participate in joint efforts to ensure a coordinated and jointly rehearsed handling of air accidents (RM 2019:02 R9).

In its response to the recommendations, MSB has only stated that initial contact has been made with the Swedish Maritime Administration on the matter of distribution of responsibility. However, since the response to the recommendation was submitted, SHK has presented the recommendations at the Central Rescue Services Forum (Centralt Räddningstjänst Forum, CRF), MSB's forum for the development of cooperative structures for efficient and coordinated rescue operations. The participants are stakeholders linked to municipal and central government rescue services. MSB has subsequently taken on the role of convener and has started working with the authorities concerned on the need for coordination of rescue services in the event of air accidents. According to the notes, it was also decided at the CRF meeting that regular feedback to CRF should take place on how this work is proceeding. In light of this, MSB is deemed to have taken or planned action that largely corresponds to the content of the recommendation. Consequently, the response to the recommendations is also deemed to be satisfactory in this respect.

Best regards,

Helene Arango Magnusson
Chair Accident Investigations