

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.

Swedish Accident Investigation Authority  
P.O. Box 6014  
SE-102 31 Stockholm

## **The Swedish Transport Agency's statement on the final report into the accident at Stockholm/Skavsta Airport, Södermanland County, on 6 April 2020 involving the aeroplane SE-MKV of the model TB 9, operated by Skies Airline Training AB**

### **Safety recommendations**

#### **The Swedish Transport Agency is recommended to:**

- In its role as competent authority, review the training organisation's safety management systems in terms of the handling of emergency procedures at low altitude after take-off. (*RL 2021:03 R3*)

#### **The Transport Agency has studied the aforementioned safety recommendation in the final report and intends to:**

- Inform training coordinators at the flight schools, ATOs and DTOs, via our website and email and, that at the next inspection we will be asking how the flight schools are standardising flight instructors' approach to the 'handling of emergency procedures at low altitude' and how these procedures are being taught to students.
- Address the problem at the annual heads of school/training coordinators meeting. In addition, we will address the 'handling of emergency procedures at low altitude' during our training programmes and refresher courses for our flight test inspectors. Refresher courses for flight test inspectors are mandatory at least every three years.

**The Transport Agency has taken the following action:**

- The section for flight training at the Swedish Transport Agency (SLbu), which is the section that is responsible for supervision of flight training organisations in Sweden, has, as a result of the recommendations to the Transport Agency in the Swedish Accident Investigation Authority's final report RL 2021:03 in case L-27/20, concerning the accident at Stockholm/Skavsta Airport, introduced 'handling of emergency procedures at low altitude' as a focus area during our inspection of our flight schools.

Decisions in this case have been made by Andreas Tapani, head of section. The adviser Magnus Axelsson from the section for helicopters, general aviation and pleasure boats, Hans Hermansson from the section for flight training, the expert in human factors/MTO Nicklas Svensson and the accident coordinator Magnus Hällborn have participated in the final administration of the case, the latter acting as rapporteur.

Andreas Tapani

Head  
Section for analysis