



**SWEDISH ARMED
FORCES**
ARMED FORCES HEADQUARTERS

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Our position, administrator

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Our previous reference

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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.

Summary of recommendations and action taken/ planned RM 2015:02

Recommendation 2015:02 (R7):

Ensure the obstacle database of the fighter aircraft JAS 39 is updated at the same time as obstacle data in the Mission Support System.

Action taken:

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Action planned:

FM intends to implement an update of the fighter aircraft JAS 39 obstacle map data every 28 days. Furthermore, FM intends to test and develop procedures for managing map and obstacle data in order to make it possible to print out maps from MSS¹ and, if possible, from Briefingrummet and FM AP. This also includes the testing and acquisition of printers that are suitable for the purpose.

Schedule:

The intention is for the planned action above to be complete in 2017 at the latest.

Responsible:

C PROD FLYG

¹ Mission Support System, mission planning station for the JAS 39 Gripen

(PEN)

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Recommendation 2015:02 (R8):

Strive to ensure all other flight systems in Swedish military aviation are updated in the long term with obstacle data in order to carry out safe low-level flight when needed.

Action taken:

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Action planned:

FM intends to implement this recommendation in the current flight system's hardware where the technology so permits. For other flight systems, the intention is to implement a portable solution. FM is also planning a technical solution for a future flight training system that will involve this being equipped with an obstacle database.

Schedule:

Taking into account the different circumstances of the different flight systems, FM's assessment is that the planned action could be implemented fully in 2017 at the latest.

Responsible:

C PROD FLYG

Recommendation 2015:02 (R9):

Ensure that it is clear from rules and manuals how low-level flight is to be planned and conducted using safe methods.

Action taken:

FM has analysed all applicable guidance pertaining to how planning and implementation of low-level flight is conducted using safe methods. FM believes that these are sufficient, but some parts of these can be made clearer.

Action planned:

Develop the operational flight procedures (FOP) in FOM² so that they are brought into line for each type of flight. In conjunction with the rewrite of VFR/IFR flight for combat aircraft in FOM that has already begun, what is required from a pilot who is flying in accordance with visual flight rules (VFR) will also be described. This denotes the individual responsibility for obstacle clearance in conjunction with flying in accordance with VRF.

Schedule:

Is being implemented in 2016.

Responsible:

The Flying Operations Commander within FM air operator

² Management of flight operations for the Armed Forces