

FAA, ref. 17.114  
EASA, ref. SWED-2016-005  
Transport Canada, ref. AARQ 5002-A16F0007  
RDIMS 12768408  
CCM # AAR2017G160293

## **SHK assessment of responses to safety recommendations RL 2016:11 R3, R5 and R7**

---

On 12 December 2016 the Swedish Accident Investigation Authority (Statens haverikommission – SHK) published a report, RL 2016:11, concerning an accident with the aircraft SE-DUX the 8 January 2016 at Oajevágge, Norrbotten County.

In the report SHK issued a safety recommendation that called the recipients to ensure that the design criteria of PFD (Primary Flight Display) units are improved in such a way that pertinent cautions are not removed during unusual attitude or de-clutter modes.

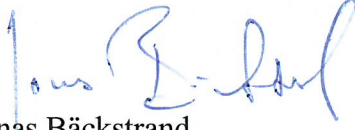
Identical safety recommendations with this content were issued to FAA, Transport Canada and EASA.

FAA has responded to the recommendation and stated that FAA are considering changes to Advisory Circular (AC) 25-11B “Electronic Flight Displays”. Potential action will be coordinated with Transport Canada and EASA where appropriate.

Transport Canada has responded to the safety recommendation in short and foreseen a future formal response in substance. Such a response has not been sent to SHK. In an informal e-mail, Transport Canada has stated that they have been in contact with Bombardier as well as with FAA and EASA to discuss the recommendation. According to Bombardier, the de-cluttering function was unique to certain series of aircraft and it has been corrected through a software change.

EASA has responded to the recommendation and described the measures taken. EASA has carried out an analysis of the design criteria for PFD units in coordination with Transport Canada and FAA. EASA has reviewed other EASA certified design and has found that in a few models the current design is such that certain miscompare flags are removed in declutter modes. EASA intends to assess if, for those models, any design or procedural improvement is feasible.

SHK has reviewed the responses to the safety recommendation and considers that the responses are adequate and that the safety recommendation has been addressed by the recipients. (Closed – adequate response)

  
Jonas Bäckstrand  
Chair of Investigations