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Assessment of EASA's response to safety recommendations R1 and R2 of the final report RL 2021:03

The Swedish Accident Investigation Authority (SHK) published a final report on 30 March 2021 on an accident at Stockholm/Skavsta Airport involving the aircraft SE-MKV (RL 2021:03). The report contains two safety recommendations addressed to EASA.

The first recommendation (R1) is about to evaluate and decide whether and which high-risk manoeuvres shall be included in training and be described in a guidance document. One such high-risk manoeuvre could be the operation that involves how to assess when a turn back to the field is safe.

EASA has replied to the recommendation and referred to a number of various provisions in the regulatory framework regarding the requirements of ATOs and the national competent authorities. According to EASA, issues on training of difficult manoeuvres are sufficiently covered by current provisions. Furthermore, EASA considers it impossible to provide, at a regulatory level, an exhaustive guidance on the matter. To conclude, EASA deems the actual provisions sufficient to address the issue.

The recommendation aims at evaluating and deciding whether and which high-risk manoeuvres shall be included in training and be described in a guidance document. However, stating the position of EASA on the matter and referring to various provisions, the answer only partly constitutes such an evaluation mentioned in the recommendation. To fully meet the recommendation a more thorough analysis would be needed that considers the issues raised in the final report. (Closed – partly adequate response).

In the second recommendation (R2) EASA was recommended to draw up and distribute a safety bulletin in order to increase knowledge of the “*impossible turn*”.

EASA has replied to the recommendation and stated that the matter is sufficiently covered by the actual provisions. It follows from the reply that no safety bulletin – or any other form of document – will be produced to increase the knowledge about the “*impossible turn*” as a result of the recommendation. (Closed – not adequate response).

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Director General, chair of safety investigation

Copy to
The Swedish Transport Agency