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10/03/2017

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.

Statens
haverikommission
P.O. Box 12538
SE-102 29 Stockholm

The Swedish Transport Agency's response to the Swedish Accident Investigation Authority's (SHK) Final Report RL 2016:11 Accident in Oajevágge, Norrbotten County on 8 January 2016 involving the aeroplane SE-DUX of the model CL-600-2B19, operated by West Atlantic Sweden AB

The Swedish Transport Agency hereby submits its response to the recommendations issued by SHK in the final report on the above incident.

The Swedish Transport Agency is recommended

R8: To ensure that providers of air traffic control units guarantee procedures to enable an alerting message about a critical situation to be submitted immediately to the air rescue centre concerned.

The Swedish Transport Agency's response

This is regulated in Chapter 5, Sections 4, 7, 8 and 9 of the Swedish Transport Agency's regulations and general advice on alerting services and air rescue services (TSFS 2015:51). The Swedish Transport Agency will provide this through supervisory activity among all ATS suppliers. During these supervisions, we will check that checklists are drawn up and available to the personnel. We will also pose questions regarding coordination of the drawing up of checklists and in the event of changes to checklists, and as to whether ATS suppliers run exercises, how often and what is included. This will continue through 2017 and 2018.

The Swedish Transport Agency is recommended to:

R9: Ensure that providers of air traffic control units train and exercise relevant personnel so that they can assist the air rescue centre in accordance with current regulations.

The Swedish Transport Agency's response

The Swedish Transport Agency will conduct a supervisory activity among all ATS suppliers, in which we will specifically pose questions regarding how air traffic control trains its personnel and how often, and regarding whether exercises and training comply with Chapter 3, Sections 1 and 2 of TSFS 2015:51. We will also pose questions regarding how air traffic control has collaborated with the Swedish Maritime Administration. This is connected to the recommendation issued to the Swedish Maritime Administration.

This supervisory activity will continue through 2017 and 2018.

The Swedish Transport Agency is recommended to:

R10: Ensure that the Maritime Administration secures that all crews maintaining preparedness for SAR missions in mountainous areas fulfil the requirements on capability to perform appropriate search tasks.

The Swedish Transport Agency's response

The Swedish Transport Agency's supervision in relation to the Swedish Maritime Administration's crews maintaining preparedness for the SAR mission in mountainous areas is regulated via flight safety conditions 2016-10 TSL 2015-4427. The Swedish Transport Agency supervises the Swedish Maritime Administration in relation to what is written in their handbook and manual. In R13, the Swedish Maritime Administration is issued a recommendation to produce a basis for, and perform, training and exercising in searching in a mountainous environment for SAR crews maintaining preparedness in a mountainous environment in both daylight and darkness. How this recommendation is applied in practice will be supervised by the Swedish Transport Agency as soon as the Swedish Maritime Administration introduces this in its manuals. Supervision will be conducted by the Swedish Maritime Administration in 2017 in accordance with our supervision plan.

The decisions in this case have been made by Simon Posluk. Heads of section Ann-Sofi Lorefält, Anders Leufgård and Charlotte Billgren,

inspectors Katarina Leijonberg and Mats Ersbrant and accident coordinator Britt-Marie Kärlin were involved in the final handling of the case; the latter also presenting the report.

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Simon Posluk
Head of the Unit for marketing, environment and analysis