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Assessment of response to safety recommendation issued to EASA in the report RL 2019:12

On 8 October 2019 the Swedish Accident Investigation Authority (SHK) published a report, RL 2019:12, concerning a serious incident south of Norrköping/-Kungsängen Airport 17 October 2018. In the report SHK issued one safety recommendation to EASA. EASA was recommended to ensure that clear requirements regarding the limitations of conventional navigation aids are included in the recurrent training.

EASA has replied to the safety recommendation and has stated that the Agency believes that the established performance-based regulatory framework clearly indicates the obligation for the operators' training departments to address the awareness on the limitations of conventional navigation aids in the recurrent training programmes. National Aviation Authority (NAA), during the continuous oversight activities, based on the reported occurrences, needs to address any such issues taking into account the specificities of the operating environment of the operators under its' oversight.

Contrary to the believes of EASA, SHK is of the opinion that the established performance-based regulatory framework does not clearly indicates the obligation for the operators' training departments to address the awareness on the limitations of conventional navigation aids in the recurrent training programmes. This serious incident and the similar events referenced to in the report supports that opinion. Hence there is room for improvement to clarify this in e.g. guidance materials (GM) or acceptable means of compliance (AMC) in relation to the Commission regulations. However, the safety issue at hand is recognized by EASA which, in the view of SHK, is encouraging.

SHK considers the reply partially adequate (Closed – partially adequate response).

Best regards,

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