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SHK 2023:03

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.

Swedish Accident Investigation Authority PO Box
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The Swedish Transport Agency's statement concerning final report SHK 2023:03 into the accident at Örebro Airport on 8 July 2021 involving the aircraft SE-KKD of the model DHC-2 Mk 3 in conjunction with parachuting activities

Safety recommendations addressed to the Swedish Transport Agency

- Within the framework regarding oversight of airports with the Basic Airport concept or equivalent, verify whether the airports have taken adequate measures to ensure that the response time of the airport's rescue services complies with regulations (see section 2.12). (*SHK 2023:03 R3*)
- With support of SFF, take measures to ensure that appropriate risk assessment is carried out by pilots according to checklist and applied during flights in relation to parachute operations (see section 2.9 and 2.10). (*SHK 2023:03 R4*)

Action taken by the Swedish Transport Agency

SHK 2023:03 R3

- The Swedish Transport Agency has added response times for the airports' rescue services as a focus area when conducting oversight inspections.

During an oversight inspection, the airport has to report response time (preparation and driving time) to us.

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This can be reported as documented tests.

The Swedish Transport Agency also asks questions regarding how they manage rescue services when the airport is an open instrument aerodrome (active tower) but does not have planned flights (scheduled traffic or PPR).

- What other duties they allow rescue personnel to do and if this has an impact on rescue services.

All this is checked in conjunction with an oversight inspection and is included in the Swedish Transport Agency's package of questions.

SHK 2023:03 R4

- Within the scope of the oversight activities that are currently being implemented together with SFF at all local parachuting clubs, the Swedish Transport Agency is prioritising follow-up of the risk assessments that have been conducted by each respective club.

In those cases where deficient risk assessments, with associated mitigations and checklists, are noted, feedback and training in how this is to be handled are provided. along with a requirement that updated documentation shall be sent to the Swedish Transport Agency. The Swedish Transport Agency is also working to update the delegation agreement to SFF with the aim of introducing a requirement for a Head of flight operation position within SFF.

Decisions in this case have been made by Pernilla Elving, interim head of section. The adviser Magnus Axelsson from the section for helicopters, general aviation and pleasure boats, Mikael Hahn from the section for airspace and aerodromes, the expert in human factors/MTO Nicklas Svensson and the accident coordinator Magnus Hällborn have participated in the final administration of the case, the latter acting as rapporteur.

Pernilla Elving

Interim head of section
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