

Rachel Daeschler
Deputy Strategy & Safety Management Director
and Head of Safety Intelligence & Performance
Department

Board of Accident Investigation
(Statens Haverikommission / SHK)
Mr Hans Ytterberg
Director General
P.O. Box 12538
10229 Stockholm
Sweden

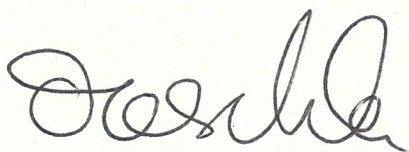
2016(D) 56076
MHI/RSO/SM.1
Cologne, **24. NOV. 2016**

Subject: Safety recommendations related to the event to PIPER - PA34 registered SE-GIC, on 27/06/2015, at Malmö/Sturup Airport, ESMS - Sweden

Dear Mr Ytterberg,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,



Rachel Daeschler

Copy:
Flight Standards - Aircrew & Medical
Certification Director
Flight Standards Director
Strategy & Safety Management Director

Subject: PIPER - PA34 registered SE-GIC, on 27/06/2015, at Malmö/Sturup Airport, ESMS - Sweden

Reply to Safety Recommendation SWED-2016-003 received on 02/09/2016

Safety Recommendation:	EASA is recommended to identify exercises in flight training that might entail an increased risk factor and to issue Guidance Material (GM) for the practical execution of these. (RL 2016:05 R1)
Response:	<p>EASA has made a comprehensive review of all accidents and serious incidents since the year 2000 related to flight instruction or examination on aircrafts with a maximum take-off weight below 5.7t. This review highlighted more specifically the higher risk related to stall and upset training exercises as well as the in-flight simulation of an engine-out situation.</p> <p>However, the issuance of one-size-fits-all guidance material is not appropriate as the risks areas vary depending on the type of activity. Each organisation has to define their own procedures tailored to mitigate the risks associated with their specific fleet and operations. The Agency cannot offer the proper level of granularity and substitute for the requirement for an Approved Training organisation (ATO) to implement a hazard identification and risk mitigation process (ORA.GEN.200 Management System).</p> <p>Therefore, whilst it is acknowledged that prescriptive limitations without safety assurance have limited effect, awareness and safety promotion are key vectors to help ATOs in their Safety Risk Management. EASA used the opportunity of the aircrew standardisation meeting with the competent authorities that took place on 12.10.2016 to present this accident investigation as a case study. The outcome of the review made was shared with competent authorities of EASA Member States to support them in the frame of their oversight responsibilities. EASA shared best practices for approval of a training syllabus i.e. compliance with the regulations; checking the required hours; analysing the course structure and linking the specific training to the aircraft used.</p>
Status:	Closed – Partial agreement

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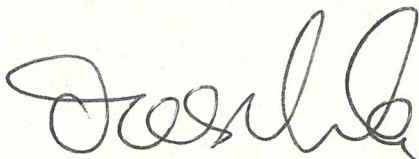
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Certification Director
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Subject: PIPER - PA34 registered SE-GIC, on 27/06/2015, at Malmö/Sturup Airport, ESMS - Sweden

Reply to Safety Recommendation SWED-2016-004 received on 02/09/2016

Safety Recommendation:	EASA is recommended to investigate the conditions for the installation of operational CCTV cameras for investigative purposes at European commercial airports that are covered by EASA's regulations under Regulation (EC) 216/2008. (RL 2016:05 R2)
Response:	EASA will assess the feasibility and the conditions related to the installation of CCTV systems for investigative purposes at the aerodromes falling within the scope of Regulation (EC) No. 216/2008.
Status:	Open

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