

## **SUMMARY IN ENGLISH**

An instructor and a student intended to land on runway 33 at Gnesta/Vängsö Airport. Immediately before the runway, a roadway runs perpendicular to the direction of the runway.

On short final the instructor discovered a car on the road, approaching from the right, and he pulled the control wheel backwards to try to avoid a collision.

The driver saw the aeroplane on final, but thought there could be no danger to traffic.

The plane's nose wheel and left-hand main gear hit the car's roof and broke off at the impact, however the subsequent landing was smooth.

The car remained on the road and the driver was able to brake and stay on the road.

Both the pilots and the people in the car were able to leave their respective vehicles.

The instructor has stated that he saw three cars that would pass before them. This shows that there was an idea of avoiding collisions by passing the road when it was clear. However, it is SHK's opinion that the only safe way to avoid collisions between aircraft and cars is to keep the aircraft at a safe height over the road.

According to the regulations, the threshold markings shall be at least 96 meters in from the road but in reality they were located 30 meters in from the road.

This indicates that the road has probably been systematically crossed at heights below 4.8 meters.

The accident was caused by the fact that the risk of collision with cars was not adequately assessed.

Contributing factors were:

- The threshold markings were too close to the road.
- The road has been systematically over flown at low height.
- A mindset to avoid collisions by looking for cars has existed in the operation.

## **Safety Recommendations**

**The Transport Agency is recommended to:**

- Investigate if roads close to airfields are a major safety issue and if the risks can be minimized through physical devices at the airports or through specific information activities. (RL 2018:01 R1)