

Subject: BOMBARDIER - CL600 2B19 registered SE-DUX, on 07/01/2016, Sweden

Reply to Safety Recommendation SWED-2016-001 received on 12/12/2016

Safety Recommendation:	EASA is recommended to ensure that a general system of initial standard calls for the handling of abnormal and emergency procedures and also for unusual and unexpected situations is implemented throughout the commercial air transport industry.
Response:	<p>Part-FCL (Annex 1) of Commission Regulation (EU) No 1178/2011 on Aircrew includes specific multi-crew cooperation (MCC) training (FCL.735.A). The MCC course includes training to achieve competencies in communication, problem-solving, decision-making, monitoring and cross-checking. It includes making and responding to standard callouts (see AMC1 FCL.735.A).</p> <p>The operator shall also define the crew composition (ORO.FC.100) and provide Crew Resource Management (CRM) training appropriate to the flight crew member's role, as specified in the operations manual (ORO.FC.115 (a) of Commission Regulation (EU) No 965/2012). Elements of CRM training are required to be included in the aircraft type training and recurrent training as well as in the command course (ORO.FC.115 (b)).</p> <p>CRM is a major contributing factor to many occurrences, therefore the Agency significantly extended and modernised the existing CRM training scheme with ED Decision 2015/022/R, which entered into force on 01 October 2016. In particular, AMC1 ORO.FC.115 refers to the integration of CRM principles into flight crew training and operations including abnormal and emergency procedures. It identifies as training elements the operation monitoring and intervention as specified in the operations manual and puts a special emphasis on crew resilience, surprise and startle effect.</p> <p>The regulatory framework already provides requirements for monitoring and intervention on abnormal and emergency procedures with a special emphasis on unexpected situations. The Agency intends to support air operators in its implementation.</p> <p>For this purpose, the Agency held a workshop on "CRM in practice" on 8 November 2016, and plans to launch a safety promotion action to take stock of and disseminate the best practices discussed during the workshop.</p>
Status:	Open

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Subject: BOMBARDIER - CL600 2B19 registered SE-DUX, on 07/01/2016, at - Sweden

Reply to Safety Recommendation SWED-2016-005 received on 12/12/2016

Safety Recommendation:	Ensure that the design criteria of PFD units are improved in such a way that pertinent cautions are not removed during unusual attitude or declutter modes. (RL 2016:11 R3)
Response:	<p>Pitch miscompare flags are implemented in Primary Flight Displays (PFD) to mitigate the effect of misleading attitude indication. The intent of the certification requirements for PFD is that miscompare flags are not removed in unusual attitudes or declutter modes.</p> <p>EASA is in contact with TCCA, primary certification authority for the CL600-2B19, to analyse the reasons why the pitch miscompare flag is removed in this design in unusual attitudes. In parallel, EASA is investigating if any other EASA certified design has similar design features.</p>
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