

## Flight Safety Foundation

## Biography

Britt-Marie Karlin (Ms) works as a flight safety analyst for the Swedish Government and one of her duties are to coordinate accident investigations and recommendations between the Swedish Accident Investigation Authority and Swedish Civil Aviation Authority.

Britt-Marie also represents Sweden in the Network of Analysts (NoA), an advisory group to European Aviation Safety Agency (EASA). She is also the focal point in Sweden for ECCAIRS<sup>1</sup> and is today in progress of being part of Sweden's implementation of the new EU reporting regulation.

Before coming to Sweden, Britt-Marie spent a couple of years as a flight safety analyst for the Thai government.

Her operational background consists of 26 years with Air Canada, the first couple of years as a flight attendant and then as a pilot based in Toronto. She did her left seat check-out on the DC9, which remain her favourite airplane. Beside the airline, Britt started and ran The Flight Institute in Canada specializing in IFR and ATR training.

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<sup>1</sup> European Coordination Centre for Accidents and Incident Reporting Systems

The presentation of the Kebnekaise accident will be an exercise in looking at the failure of all safety barriers. The accident was not a result of new situations not previously thought of but all barriers which failed had been previously addressed by the regulator. Regulators must be aware that regulations does not confuse but instead makes sense and the importance of SMS programs to make the rules workable and acceptable. If not, what would be the point of having rules?

The outcome of the Kebnekaise investigation issued a total of 24 recommendations of which 14 were issued to the Swedish Transport Agency. The presentation will look at the work currently in progress which is scheduled to be completed at the end of 2015 and will ask the question if the Swedish airspace today could be considered safer than on the day of the Kebnekaise accident.

Britt's hobbies include part-time distant studies at the University of St Andrews, Scotland, where she is enrolled in the master program Political Violence and Terrorism. The problem area of civil aviation in conflict zones has been part of Britt's work with conducting risk analysis at several airports in Iraq and Afghanistan.

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