



Safety recommendation no. 417

Date of the publication	20.04.2010
Number of the final report	2065
Safety deficit	<p>On 12 May 2008, an Agusta A109K2 helicopter, registered as HB-XWM, collided with a wire rope on approach to an outlanding airfield in Brändlen (NW), about 18 km south-southeast of Lucerne. As the investigation showed, the wire rope was not registered in the aviation obstacle database as for the site of the only usable helipad in the area of operation.</p> <p>Dangerous obstacles which do not reach the minimum ground clearance of 25 meters required for mandatory reporting can lead to accidents if, for example, they are located close to a suitable and frequently used helicopter landing site.</p> <p>The current reporting system for aviation obstacles has the following disadvantages:</p> <ul style="list-style-type: none">- The owner of an obstacle has to pay a fee for reporting this obstacle.- The assessment of the height of an obstacle is the responsibility of the owner of the obstacle. The height of the obstruction determines the obligation to report it.- The reporting channels via cantonal authorities are cumbersome and can lead to dangerous obstacles not being entered in the database.- The current forms and the FOCA homepage do not provide any information on the desirability of reporting dangerous obstacles with a height of less than 25 m. <p>Helicopter companies or pilots should have the possibility to report dangerous obstacles not being subject to reporting requirements. The entry of such obstacles in the aviation obstacle database would contribute to the prevention of collisions.</p>
Safety recommendation	<p>The FOCA should consider the following measures to improve information on cables and wires:</p> <ul style="list-style-type: none">- Simplification of reporting channels, in particular the optimisation of interfaces.- Introduction of a general obligation to report potentially dangerous cables and lines without height restrictions, combined with the creation of a central office that carries out a risk assessment and decides on publication.- The notified cables and lines should be immediately available free

of charge in a publicly accessible database.

- Abolition of all registration fees for cable and wire owners.
- The possibility of including particularly dangerous cables and lines in the obstacle database without height restrictions.
- Immediate measure: Placement of references on the homepage and registration forms regarding the desirability of registering dangerous cables and lines outside the obligation to register.

Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>By letter dated 18 April 2016, the FOCA submitted the following comments:</p> <p>"The FOCA has taken the following measures since Safety Recommendation No. 417 was published.</p> <p>Point 1: To simplify the reporting system, a new reporting form was created in 2010. A dangerous obstacle can be reported by pilot using the online reporting form on the FOCA's homepage or directly by e-mail to obstacles@bazl.admin.ch. After the check regarding the obligation to obtain a permit and a possible permit, it will be transferred to the online aviation obstacle report with the next update (twice a week).</p> <p>Point 2: (...) The FOCA's Aeronautical Obstruction Service is the central body that carries out the risk assessment.</p> <p>Point 3: All aeronautical obstacles are already available free of charge on the federal government's publicly accessible geodata portal (https://map.geo.admin.ch/?topic=aviation) and are updated twice a week.</p> <p>Point 4: Based on the provisions of Art. 6b of the Federal Aviation Act (LFG; SR 748.0), the FOCA is required to charge fees for orders and services. The fees incurred for checking coordinates, establishing ownership, checking markings and drawing up a permit for the object in question are, in our opinion, reasonable or moderate at CHF 100 for an object up to 60 m in height. However, the FOCA intends to create a legal basis within the framework of the LFG1+ legislative procedure, according to which the Federal Council can exempt owners of aviation obstacles from the obligation to bear costs. At present, we intend to propose this regulation for obstacles that only have to be reported (registration) but not approved. However, whether this can ultimately be implemented is not solely within the competence of the FOCA, but must be approved by the Federal Council and Parliament as part of the legislative procedure.</p> <p>Point 5: This possibility already exists now (Art. 15 LFG) and will be extended as far as possible with the new legislation.</p> <p>Point 6: It would be necessary to define more precisely what is meant by a dangerous cable. In addition, the reporting system and the possibility of pilot reports already exists (cf. point 1 above)."</p> <p>In view of the measures taken so far, the STSB considers the present safety recommendation to be partially implemented.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>