



Safety recommendation no. 461

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Safety deficit	After an approach on the instrument landing system for runway 10 in St. Gallen-Altenrhein with only partially extended flaps, an Embraer Phenom 300 overran the end of the runway after landing, broke through the runway fencing and came to a halt in a cornfield. The aircraft rolled over a road running perpendicular to the runway centerline, just behind a public transport bus.
Safety recommendation	The Federal Office of Civil Aviation (FOCA) should ensure that on all Swiss aerodromes, in a hazard identification, also the endangering to third parties, at least in the immediate vicinity of the aerodrome, is determined and that appropriate measures will be taken to minimize it.
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. In a letter dated 3rd April 2013 the Federal Office of Civil Aviation (FOCA) reports that a hazard identification and risk assessment with mitigation planning is being undertaken as part of the safety management system (SMS) on all Swiss airports including St. Gallen-Altenrhein; the impact on third parties in the immediate vicinity of the aerodrome is already being incorporated.</p> <p>Following the accident of 5 January 2017 involving the Bombardier BD-700 aircraft registered as M-AFMA, FOCA referred to the existing safety recommendation once again in a letter dated 5 November 2018, confirming that the implementation status was still the same as before.</p> <p>As distinct measures have not yet been taken, the described safety deficits still exist. Thus, as before, the STSB deems the safety recommendation to still be only partially implemented.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u> <u>Final report</u>