



Safety recommendation no. 473

Date of the publication	05.08.2013
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Safety deficit	<p>On 11 August 2011 a hazardous convergence occurred in the Emmen military aerodrome terminal area between a Mooney M20J aircraft and a Swiss Air Force Eurocopter AS532 helicopter. During the investigation it was found that although civil and military air traffic control are integrated into one organization, military air traffic control, as opposed to civil air traffic control, is not equipped with the ground-based short-term conflict alert (STCA) system.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation should ensure, in conjunction with the air navigation service provider Skyguide, that a ground-based conflict alert system is also available on Air Force aerodromes.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Not implemented. The STSB can understand that the relatively old Air Force equipment can no longer be upgraded for reasons of cost. The other arguments, however, are not necessarily convincing for the following reasons:</p> <ul style="list-style-type: none">• The safety recommendation explicitly does not suggest a change in air traffic control competencies, but instead seeks to give air traffic controllers a means of improving their general overview. The response of the recipients of the safety recommendation therefore does not achieve the objective.• Likewise, the installation of a system which is orientated exclusively towards aerodrome control and traffic in the aerodrome circuit area was not recommended. It is therefore immaterial whether such specific systems are currently available or not.• In view of other serious incidents and the corresponding safety recommendations, Bern regional aerodrome air traffic control has recently been upgraded with STCA. This measure - which is welcomed by the STSB - shows that even smaller aerodromes can be equipped with such warning systems. In particular this upgrade indicates that such a system also contributes to improved safety on aerodromes which, like military aerodromes, handle mixed IFR and VFR traffic and which have a class D airspace control zone. <p>Instead, the FOCA has commissioned Skyguide, together with the aerodromes, the Air Force and the operators, to carry out a safety analysis of the Alpnach-Buochs-Emmen-Kägiswil (ABEK) region. The purpose of this analysis is to identify systemic risks in particular and if necessary to derive from it any need for action. In this context, the focus is on the configuration and management of the different types of airspace subject to civil and military air traffic control. Given the desire to increase the use of Emmen military aerodrome for civil operations, the FOCA has also commissioned a gap</p>

analysis. This is intended to identify any differences which exist between civil and military procedures and infrastructure and identify any measures which still need to be taken in order to enable the aerodrome to additionally be used for a number of civil flights.

These two measures are intended to enable the FOCA to identify systemic weaknesses and to initiate the necessary measures. In so far as specific improvement measures result from these clarifications, corresponding to the spirit of the safety recommendation, a reevaluation of the implementation status may be considered. However, since the safety deficit identified by the STSB still exists, the safety recommendation is deemed to be “not implemented”.

**Investigation report concerning
the safety recommendation**

Schlussbericht
