



Safety recommendation no. 479

Date of the publication	05.09.2014
Number of the final report	2202
Safety deficit	<p>On 2 June 2012, an R44 II helicopter took off at its own discretion from Bern regional aerodrome via taxiway KILO "around the tower" towards departure point HOTEL. Shortly thereafter there ensued the take-off of a commercial aircraft, type Dornier 328-100, from runway 32. Owing to an avoiding manoeuvre by the helicopter, there was a dangerous convergence with a high risk of collision between the two aircraft.</p> <p>Within the context of the investigation several systemic points were determined which contribute to inappropriate operation with little error tolerance when runway 32 is in service.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA), in cooperation with the airport operator and air traffic control, must ensure the establishment of a final approach and take-off area (FATO) and the establishment of departure and arrival routes for helicopters to waypoints HE, E and HW at Bern-Belp Airport.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. In a letter dated 04.02.2016, the FOCA responded that VFR arrival and departure routes for helicopters to and from the helipads have been introduced on 05.03.2015 to support the implementation of the safety recommendation 479. They are now depicted in HEL VAC (Visual Approach Chart) of LSZB. A further step will be achieved with the geographical Separation between fixed wing operations on the concrete runway and helicopter operations (GAT, general air traffic), including the introduction of a FATO. Such a separation will be achieved in the fourth extension step ("4te Ausbautetappe") of the airport. A technical verification of the documentation submitted to FOCA has been carried out, the approbation ("Plangenehmigung") is planned for autumn 2015.</p>
Investigation report concerning the safety recommendation	<p><u>Schlussbericht</u> <u>Final report</u></p>