



Safety recommendation no. 480

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, in cooperation with Skyguide air navigation services, the airport operator and users of Bern-Belp airport, should carry out a comprehensive analysis of operating procedures and take all appropriate measures to reduce complexity and systemic risks.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. In a letter dated 04.02.2016, the FOCA responded that Skyguide performed an identification of the hazards related to the air traffic services operations at Bern-Belp (LSZB) back in summer 2010 and shared the results with the other stakeholders. A set of safety improvement measures have been defined. Part of them have been already implemented (e.g. helicopter movements, see comments to safety recommendation no. 479; introduction of a new clearance delivery position in tower) or will be completed with the fourth extension step ("4te Ausbauetappe") of the airport (e.g. introduction of a FATO, see comments to safety recommendation no. 479). The solution for another part of them has been initiated (e.g. establishment of a task force to investigate improvement for the Willisau VOR hotspot; improvements of the radio coverage with the adaptation of radio sites to meet the 8.33 MHz requirements). FOCA has actively followed up on the implementation of these acting by means of a bi-annual reporting.</p> <p>Hazard identification on the airport operator's side was initiated in 2009, based on FOCA guidance and in collaboration with Skyguide, Rega, Swiss Airforce, Cantonal Police, Segelflugguppe, Mountain Flyers and RUAG. As a result of this process the first version of the „Risk catalogue for Bern Airport was documented by the end of 2009. Since then the risk catalogue has been reviewed and updated on a regular basis (at least annually), resulting in hazard prioritization and definition of mitigation measures in collaboration with the mentioned stakeholders (in the meantime Skywork Airlines and Swiss Helicopter have been taken on board as well). Examples of</p>

mitigation measures leading to a reduction of complexity are: improved separation between helicopter and fixed wing routes as well as between IFR and VFR traffic (implemented), improved coordination of glider operations (implemented), improved separation of ground operations with fourth extension step (planned). FOCA is actively tracking and reviewing the process.

**Investigation report concerning
the safety recommendation**

Schlussbericht
Final report
