



Safety recommendation no. 491

Date of the publication	03.12.2014
Number of the final report	2220
Safety deficit	<p>On 24 May 2012 a commercial aircraft operating under instrument flight rules was on a visual approach on runway 32 at Bern-Belp. At the same time a helicopter operating under visual flight rules was crossing the airport control zone. Traffic information was given to both aircraft and the crews confirmed that they had visual contact. A little later, in the Fokker 100 a resolution advisory (RA) was generated by the TCAS. The two aircraft finally crossed with a lateral separation of 0.7 NM and an altitude difference of 75 ft.</p> <p>Bern-Belp aerodrome control was equipped with a short term conflict alert (STCA) system. However, the triggering of the alert had been suppressed for some years. The STCA could therefore not respond at any time in order to warn the air traffic controller of the dangerous convergence of the two aircraft.</p> <p>Earlier serious incidents have already indicted that an impending conflict could have been detected and appropriately resolved earlier if the STCA safety net had been available.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation, together with the skyguide air navigation services company, should take all necessary measures to ensure that existing safety nets can be made available to the air traffic control units involved.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented. Traffic control units are now equipped as follows with the short term conflict alert - STCA):</p> <ul style="list-style-type: none">• In Bern, the approach control unit which is responsible among other things for the Grenchen approach;• In Zurich, the approach, final, departure, delta units, the area control center (ACC) and the ARFA sector, which is responsible for management of the St. Gallen Altenrhein and Friedrichshafen airspace;• In Geneva the approach, final, departure, ACC and delta units (partly responsible for Sion and Les Eplatures approaches), as well as the initial approach control unit (INI sector). <p>The approach in Lugano is assured by Italian air traffic control and is therefore not within the FOCA's area of responsibility.</p>
Investigation report concerning the safety recommendation	<p>Final report Schlussbericht</p>