



Safety recommendation no. 510

Date of the publication	19.12.2016
Number of the final report	2288
Safety deficit	<p>On 20th July 2015, an airprox occurred south-west of Samedan Airport in the area of reporting point HN between an approaching helicopter and a departing touring motor glider. The helicopter was using a special approach procedure that was only documented in an internal paper of the airport operator and was only permitted for helicopter companies based at Samedan Airport. These procedures lead via reporting point HN, which is within the airport's traffic pattern. When approaching and taking off via this reporting point, the traffic pattern must therefore always be crossed. In addition, the runway axis is also usually crossed twice. Approaches along these routes also require a steep descent due to the topographic conditions with the result that the traffic pattern is also crossed vertically at a steep angle. One of the approaches also runs parallel to the slope of Piz Padella where many gliders fly in the summer months, which is also indicated in the visual approach chart.</p> <p>The failure to publish a take-off procedure already had a facilitating influence on the respective serious incidents in previous investigations.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA) should ensure that all approach and departure procedures at all Swiss aerodromes are published for aviation personnel, even if perhaps only a limited group of people are permitted to use these procedures.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. FOCA supports the safety recommendation and is actively addressing the issue by developing a situation-based and risk-based solution for each aerodrome concerned. Based on a risk assessment, the aerodromes concerned are classified in the following order of priority:</p> <ol style="list-style-type: none">1. Samedan2. Sion, Locarno, Grenchen, Bern-Belp3. St. Gallen-Altenrhein, Zurich, Lugano, Buochs4. Yverdon, Sitterdorf, La Côte, Lausanne5. Mollis, Kägiswil, Raron, St. Stephan6. Remaining aerodromes with no air traffic control7. Remaining aerodromes, heliports, mountain landing sites that have no publication <p>In parallel to this, a publication is planned for instrument flights with no air traffic control in Grenchen, for the university hospital (Inselspital) in Bern and for the Low Level IFR Route Network (LFN). For the revision, FOCA plans the following course of action: whenever possible, all local flight procedures should be revised or</p>

annulled. If the local procedures are safer than those published, they should be legalised and published. FOCA will take these steps together with the aerodromes in the order of priority outlined above. Regardless of the prioritisation mentioned, in the event of changes to the operation regulations and where former military aerodromes are redesignated as civil ones, it should always be checked whether unpublished local procedures exist and how they have to be revised if necessary. Over the course of 2017, FOCA will contact the individual chiefs of aerodrome to establish an individual procedural plan and schedule for the revision of the approach and take-off procedures.

**Investigation report concerning
the safety recommendation**

Schlussbericht
