



Safety recommendation no. 526

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Safety deficit	<p>On 9 February 2016 at Zurich Airport, seven luggage trolleys, which were connected in a row, were moved by stormy winds and rolled on their own across the landing runway which was in operation at the time. This endangered a commercial aircraft, which landed shortly afterwards.</p> <p>It was determined that the systemic cause of this serious incident was that the luggage trolleys were insufficiently secured to prevent them from rolling away because there were no relevant means or procedures. It was also found that similar incidents had occurred on several occasions in the past.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation, together with aerodrome operators, should take appropriate measures to prevent the possibility of luggage trolleys and other operating materials on aerodrome aprons being moved in an uncontrolled manner by strong winds.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented. FOCA has implemented the safety recommendation as follows: The provisions regarding the order to store and securing luggage trolleys during storms at Zurich Airport were supplemented and clear areas of responsibility for the companies defined. The new stipulations include that the airport authority must be formally notified once the luggage trolleys have been secured. In addition, the luggage trolleys must be serviced at regular intervals and the date of the last service must be visible on a seal on the vehicle. Defective trolleys must be taken out of operation without delay. Zurich Airport monitors compliance with these stipulations, in particular when there is a storm warning, through additional checks. FOCA had already demanded before the incident that Zurich Airport dismantled runway section A4 which was no longer required, the same section on which the luggage trolleys reached the runway, as part of the restoration of runway 28. This measure reduces the width of the sealed area bordering the runway from now 100 m to 25 m and thus reduces the probability that a similar incident will happen.</p> <p>At Geneva Airport, material is secured according to company-internal stipulations of the individual service providers. In the event of a wind warning, the apron is also checked by the airport authority to ensure that all objects which could be moved by the wind are correctly secured by the service providers or have been removed from the location.</p> <p>The recommendation is not relevant for safety at other airports as they do not have a lot of operating material and luggage trolleys are not parked on the apron.</p> <p>In the follow-up to the serious incident, FOCA carried out a risk</p>

assessment on this topic and added the risk posed by insufficiently secured mobile ground equipment to the register. Furthermore, the measures taken by the airports and documented in the aerodrome manual as part of its supervisory role will be checked at regular intervals.

**Investigation report concerning
the safety recommendation**

Schlussbericht
