



Safety recommendation no. 535

Date of the publication	14.12.2017
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Safety deficit	<p>On 13th October 2015, a ground proximity event occurred under visual meteorological conditions approximately 3 km south-west of Lugano Airport (LSZA) during an approach by commercial aircraft DHC-8-402, registered as OE-LGL, with 55 passengers on board. On account of the 'pull up' ground proximity warning, the flight crew initiated a go-around, followed the missed approach procedure to the holding area above the PINIK waypoint and subsequently decided to make a diversion landing at Milan-Malpensa (LIMC).</p> <p>On approach to Lugano, the flight crew followed a visual approach on prescribed track, which had been developed by the aviation company and was used in training. The procedure used was inexpedient and did not comply with any of the procedures outlined in the Swiss Aeronautical Information Publication.</p> <p>After the evaluation of this visual approach procedure had been completed and approximately one year before the serious incident took place, the aviation company entrusted the operator of Lugano Airport and the air traffic control tower in Lugano with all documents. Within the Federal Office of Aviation (FOCA), there is a working group for flight procedures (AGF), which holds regular meetings with all airports in Switzerland that have IFR procedures. In cooperation with key experts, such meetings would have ensured a prompt exchange of essential information and thus improved supervision by FOCA. The last meeting with representatives of Lugano Airport was held back in 2005. This ancient exchange of information regarding flight operations in Lugano was therefore identified as a safety deficit.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA), together with all Swiss aerodrome operators who have instrument flight rules (IFR) procedures as well as the relevant experts, should take appropriate measures to ensure that information is exchanged regularly.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented. In a letter dated 22nd January 2018, the Federal Office of Civil Aviation (FOCA) responded that the working group for flight procedures (AGF) ensures a regular exchange of information between airports with IFR procedures and FOCA, and assists FOCA in the assessment of existing as well as new IFR procedures or IFR procedures to be amended. Furthermore, it develops decision criteria for the approval of IFR procedures.</p> <p>In accordance with the mandate, the main tasks of the AGF are:</p> <ul style="list-style-type: none">• Involvement in the development of a yearly programme for the systematic review of existing IFR approach and take-off procedures

(periodic review in accordance with the legal mandate).

- Integral review of existing IFR approach and take-off procedures taking into consideration the infrastructure used for these procedures as well as available infrastructure. This also includes reviewing the types of aircraft used and, when necessary, the crew qualification.
- Conclusive air-traffic-control-related technical and operational analysis of requests for amended or new IFR procedures, in particular new IFR approach and take-off procedures.
- Creation of reports and recommendations regarding the results from the review of existing, amended or new IFR procedures. These go directly to the head of safety and infrastructure or the overall project manager.
- Tackling of specific problematic areas in connection with new navigation technologies.
- Sharing of knowledge among experts.

Two meetings per year are scheduled for national airports, and one meeting per year for regional airports. As required, the AGF can convene further meetings at any time.

**Investigation report concerning
the safety recommendation**

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