



Safety recommendation no. 544

Date of the publication	05.12.2018
Number of the final report	2344
Safety deficit	<p>When returning from a glider tow, the tow plane's approach to the glider airfield did not allow sufficient landing distance with a preceding glider. The pilot decided to make a full circle close to the ground to increase the landing distance. During this manoeuvre, he lost control of the tow plane and it collided with the roof of a house.</p> <p>The accident under investigation shows that the pilot in the accident had a misconception of the contents of the agreement concluded by the gliding club with air traffic control under the FOCA's supervision. As the investigation revealed, other pilots in the gliding club have comparable misconceptions. This gliding agreement contains a special arrangement for the provision of traffic information to aircraft involved in gliding operations. Air traffic control does not provide such aircraft with traffic information relating to each other. If another aircraft without any link to the gliding operator is in transit in the control zone, air traffic control must provide traffic information, as is usual in airspace class D. Although this regulation is theoretically quite clear, in practice pilots may have false expectations or uncertainty regarding traffic information. It should also be noted that a standard of the International Civil Aviation Organization (ICAO) regarding the rules in airspace classes has been locally suspended in this case. This eliminates the safety nets provided by ICAO, such as the provision of traffic information, which had a dangerous impact on the accident investigated here.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA), together with Skyguide air navigation services and the Bern gliding club, should review the practicality of the gliding agreement and, if it is to be retained, take appropriate measures to ensure that users can handle this special arrangement simply and safely.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>In a letter dated 19 February 2019, the Federal Office of Civil Aviation (FOCA) announced that it supported the safety recommendation, saying that since the accident, an internal analysis of gliding procedures had taken place at Bern airport and internal workshops had been held on the LB gliding sector. The FOCA shares the view that it is essential that the contents of the procedural agreement between Bern Airport, Skyguide and Bern gliding club be understood, which is why the FOCA, represented by two sections, actively participated in this year's briefing, on 9 March 2019, at the start of the Bern gliding group's season. A presentation was de-livered which elaborated on the valid procedure, in particular the importance of traffic information, and the problems between the gliding group and Skyguide. And on 19 March 2019, a workshop was held at the FOCA in Ittigen on the subject of the "Gliding sector LB"</p>

with representatives from the FOCA, Skyguide, Bern Airport, the Aeroclub and Bern gliding club. The safety recommendation will also be adopted bilaterally between the FOCA and Skyguide.

**Investigation report concerning
the safety recommendation**

Schlussbericht
Vorbericht
