



Safety recommendation no. 56

Date of the publication	20.08.2024
Number of the final report	2406
Safety deficit	<p>On June 12, 2021, a collision occurred west of Piz Neir (GR) between a motorized aircraft and a glider, resulting in the deaths of all occupants.</p> <p>The investigation revealed that technical as well as human and operational aspects in the area of collision prevention, which had already been recognized in previous investigations and addressed with corresponding safety recommendations, had again played a role.</p> <p>With the following comprehensive safety advice, the STSB therefore recalls possibilities for improving collision prevention in visual flight.</p>
Safety recommendation	<p>Target group: Pilots, flight instructors, flight schools, owners and operators of aircraft</p> <p>The "see and avoid" principle for collision avoidance does not always work satisfactorily. For this reason, it should be supplemented by technical and operational aids for collision avoidance in the direction of a "sense and avoid" principle.</p> <p>The following can serve this purpose:</p> <ul style="list-style-type: none">- Mutually compatible collision warning devices;- Transponder/ADS-B out;- Collision warning lights;- Conspicuous coloring;- Regular and meaningful position reports on the radio. <p>Technical aids are only useful if they are correctly installed and maintained to ensure that they function properly. This includes, in particular, necessary software and database updates.</p> <p>Furthermore, these aids can only be effective if their users are aware of how they work and their possibilities and limits, so that they can use them adequately and effectively to support collision prevention.</p>
Investigation report concerning the safety recommendation	<p><u>Vorbericht</u></p> <p><u>Rapport de première information</u></p> <p><u>Schlussbericht</u></p> <p><u>Rapport final</u></p>