



## Prevention Bulletin 2025/3

The following list contains useful information within the scope of Art. 56 OSITI for the prevention of accidents and serious incidents. This information has been obtained in the course of preliminary investigations of incidents for which no investigation is opened for reasons of efficiency. It is structured chronologically and includes the incidents for which preliminary investigations could be completed by the end of the respective quarter. The information is not intended to be complete, is anonymized and is designed to contribute to the safety awareness of the stakeholders concerned.

All times mentioned in this Prevention Bulletin are given in Coordinated Universal Time (UTC). The relationship between UTC and the standard time (local time – LT) applicable to Swiss territory is, depending on the period, Central European Time (CET) or Central European Summer Time (CEST):

LT = CET = UTC + 1 h or

LT = CEST = UTC + 2 h

A glossary of the abbreviations used is available on the website of the Swiss Transportation Safety Investigation Board.



Event	Serious incident with minor injuries	Date, time	28.11.2024, time unknown		
Location, country	Cavergno (TI), Switzerland	Aircraft damage	Undamaged		
Factual information	A worker was injured during forestry work. The serious incident was not reported to the STSB.				
Type	Airbus Helicopter AS 350 B3	Injured	fatal	serious	minor
Type of operation	General aviation – commercial – aerial work	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	1

Event	Serious incident (Airprox)	Date, time	05.03.2025, 09:35 UTC		
Location, country	17 NM east of Sion Airport (LSGS), Switzerland, approx. 12,000 ft AMSL	Aircraft damage			
Factual information	The twin-engine business jet was on an instrument approach to runway 25 at Sion Airport (LSGS). During the final approach, within the non-activated Sion TMA, the air traffic controller at Sion Tower transmitted two traffic advisories to the flight deck crew regarding a helicopter flying northbound at approximately 11,000 ft AMSL through Sion TMA 3. At approximately 17 NM from the runway threshold and at an altitude of approximately 12,000 ft AMSL, the collision warning device on board the business aircraft issued a resolution advisory (RA). The flight crew complied with this RA and subsequently initiated a missed approach procedure. After a second approach, the aircraft landed safely in Sion. The temporary TMA Sion was non-activated that day. The airspace in which the airprox occurred was, therefore, classified as airspace class E.				
Type	Aircraft 1: Bombardier CL350 Aircraft 2: Airbus Helicopters AS 350 B3	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – commercial, IFR Aircraft 2: General aviation – commercial, VFR	Crew	0	0	0
Comparable cases	Airprox between a business jet and a light aircraft in the Sion TMA on 18 December 2020 (see <a href="#">final report no. 2393</a> )	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident (Airprox)	Date, time	19.04.2025, 13:19 UTC		
Location, country	Lucerne (LU), Switzerland, approx. 5500 ft AMSL	Aircraft damage			
Factual information	A single-engine DA20 light aircraft was on a private flight from Grenchen to Kägiswil under visual flight rules. Above the city of Lucerne, the pilot performed an orbit to the right at an altitude of approximately 5500 ft AMSL. Shortly before the end of the turn, before continuing the flight towards Kägiswil, he noticed another light aircraft, a Mooney M20, approaching him head-on and in a shallow descent. This resulted in a dangerous approach between the two aircraft in airspace E. The pilot of the DA20 had made several position reports on the Emmen aerodrome frequency, whose control zone was not active at the time, yet had not received any reports from the other aircraft. The Flarm collision warning device in the DA20 had also not issued a warning. It was not possible to determine which radio frequency the crew of the M20 had set. For the Alpnach (LSMA), Buochs (LSZC) and Emmen (LSME) aerodromes, the frequency 134.130 MHz is used to broadcast whether the associated airspaces are active or not.				
Type	Aircraft 1: Diamond Aircraft DA20-C1 Aircraft 2: Mooney M20	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – private flight, VFR Aircraft 2: General aviation – private flight, VFR	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident without injuries	Date, time	26.05.2025, 16:18 UTC		
Location, country	Schwenningen, Germany	Aircraft damage			
Factual information	During cruise flight at FL350 in the Baden-Württemberg region (Germany), the flight crew noticed a rapid loss of oil in the left engine based on the engine instrument system display. As a result of the accompanying warning, regarding a loss of oil pressure (ENG 1 OIL LO PR), the flight crew shut down the engine, issued a PAN PAN urgency call, decided to divert the flight to Geneva (LSGG) and began their descent over Schwenningen (Germany); The landing on runway 04 took place around 40 minutes later.				
	During the subsequent troubleshooting, a large leak was found in the air/oil heat exchanger at the top mating surface of the supply tube LP57 (PN 5321151-01) due to incorrect installation. Depending on the order in which the screw connections of the floating flange are attached, it can be misaligned. This means that the flange gasket, the supply pipe and the cable harness bracket can be screwed together and tightened to the specified torque, but the supposedly stable, yet leaky and invisible, edge contact remains.				
	The subsequent stationary engine run showed no further abnormalities and the engine was put back into service in accordance with the engine manufacturer's requirements.				
Type	Airbus A321neo	Injured	fatal	serious	minor
Type of operation	Commercial air transport – scheduled flight	Crew	0	0	0
Comparable cases	Serious incident on 31 January 2025 above Val de Bagnes (VS), Switzerland (see <a href="#">Prevention Bulletin 2025/2</a> )	Passengers	0	0	0
		Other	-	-	-



Event	Accident with minor injuries	Date, time	17.06.2025, 10:05 UTC		
Location, country	Wichtrach (BE), Switzerland	Aircraft damage	Damaged		
Factual information	Before the flight, the pilot filled the aircraft's left-wing tank with just under 45 litres of fuel and verified that the fuel tap on the line to this tank was open. This allowed the fuel to gradually equalise via the four-litre header tank behind the passenger seat into the right-wing tank. Both wing tanks had a capacity of 49 litres of fuel each. The line between the header tank and the right-wing tank did not have a fuel valve.				
	After the pilot had prepared the aircraft for flight, there were still more than 40 litres in the left tank and a good 10 litres in the right tank. The pilot planned a flight of around one hour and thus had a fuel reserve of over three hours. Shortly after take-off, just before 11 a.m., while climbing towards the Bernese Pre-Alps, the pilot noticed that the noise cancellation function on his headphones was no longer working. To check the corresponding control unit integrated into the headphone cable, the pilot had to pull on the headphone cable to bring it towards him. According to the pilot, the cable offered considerable resistance.				
	Just under an hour after take-off, the engine began to lose power in the Linden (BE) area. The pilot checked the fuel level and found that the left tank was full. Pulling the carburetor preheater and switching on the electric fuel pump did not help either. Since the fuel reserve warning light did not come on, but its test had been successful, the pilot suspected a problem with the engine and decided not to continue troubleshooting. The pilot then initiated an emergency landing in the Aare Valley. As he turned in for the final approach to a meadow in Wichtrach (BE), the propeller finally stopped. The aircraft touched down on the meadow, rolled over in the adjacent spelt field and came to a halt on its back after about 10 metres. The pilot switched off the main contact switch and left the aircraft under his own power, sustaining minor injuries in the process.				
	After the accident, the SUST determined that the right-wing tank was almost empty and that there were still a good 40 litres of fuel in the left-wing tank. The left fuel tap was in the "CLOSED" position, while the fuel tap for the collection tank was in the "OPEN" position, as was the main fuel tap on the left under the instrument panel. In this configuration, the collection tank could only be supplied with fuel from the right-wing tank. The electric fuel pump, the main fuel line filter (gascolator) in the engine compartment and the float chambers of the two carburettors contained only minimal amounts of fuel. The headphone jacks were located behind the pilot's seat on the left, on a cover behind the door frame. The line from the left tank also runs down through this cover from above in this area. This is where the fuel tap for the left tank was located, which was in the "CLOSED" position.				
	According to the pilot, he replaced the fuel level sensor a few years ago. The sensor currently installed is based on pressure measurement and is used in motorcycles, for example.				
Type	Skystar Kitfox IV-1200 (home-built)	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	1
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident without injuries	Date, time	02.07.2025, 11:50 UTC		
Location, country	Trimmleten, municipality of Lauterbrunnen (BE), Switzerland	Aircraft damage	Aircraft 1: slightly damaged Aircraft 2: unknown		
Factual information	During the outbound flight to a HEMS mission, a dull impact was felt on the nose of the helicopter, caused by an unknown object. A situation analysis during the flight revealed no noticeable abnormalities. It was decided to continue the mission and carry out a detailed inspection on the ground. After landing and parking the helicopter, white and grey contact marks were found on the front fairing below the windscreen wiper and on one of the rotor blades. No foreign objects or parts were found on the airframe. Both the pilot and the rescue specialist reported seeing a white, round object with a diameter of about 20 cm shortly before the impact. The object was deflected to the left upon impact. No visible fragments or debris were found. The marks observed on the helicopter indicate that the object was probably made of a plastic-like material. In its report, the flight operations company points out that it considers the situation with drones in its area of operation to be a major risk. Tests with devices for locating the transmitters showed good results. Accordingly, contact was made with the FOCA to find joint solutions.				
Type	Aircraft type 1: EC135 T3 Aircraft type 2: unknown	Injured	fatal	serious	minor
Type of operation	General aviation – Helicopter Emergency Medical Service (HEMS)	Crew	0	0	0
Comparable cases	Collision between a Cabri G2 helicopter and a drone on 25 May 2018 near the Verzasca Dam (see <a href="#">summary report</a> ).	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident (Airprox)	Date, time	03.07.2025, 16:25 UTC		
Location, country	4 NM south of Zurich Airport (LSZH), Switzerland	Aircraft damage	Undamaged		
Factual information	While approaching runway 34, a white drone was spotted on the left-hand side at approximately the same altitude, at an estimated distance of around 200 m, at around 4 NM.				
Type	Boeing B777	Injured	fatal	serious	minor
Type of operation	Commercial air transport – scheduled flight	Crew	0	0	0
Comparable cases	<a href="#">Summary report (HB-JHB)</a>	Passengers	0	0	0
	<a href="#">Summary report (HB-IPT)</a>	Other	-	-	-



Event	Serious incident without injuries	Date, time	06.07.2025, 10:30 UTC		
Location, country	Hardmatte, municipality of Kölliken, Switzerland	Aircraft damage	Slightly damaged		
Factual information	On the return flight from Grenchen (LSZG) to Birrfeld (LSZF), the pilot noticed unusual engine noises. He attempted to reduce and increase engine power, but this had no effect on the propeller speed. In the region of Kölliken, he decided to make an emergency landing and informed Zurich Info of his intention. When extending the landing gear, he noticed that only the nose wheel had extended. Even after pulling the emergency release for the landing gear, he noticed no change. There was no time for further troubleshooting. The aircraft landed on a road and came to a halt in a cornfield. A technical investigation revealed that the drive train between the engine and the propeller had failed.				
Type	HB-207 Alfa, home-built	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	09.07.2025, 09:00 UTC		
Location, country	Grenchen Airport (LSZG), Switzerland	Aircraft damage			
Factual information	During a solo circuit with touch-and-go, the Limbach L 2000 EB 1 engine suffered a loss of power after landing on runway 06 and during the go-around manoeuvre, and the ASK16 motor glider hardly gained any altitude. The pilot flew the entire length of the runway at a height of about 3 to 4 metres, and the aircraft touched down hard in the adjacent cornfield. The technical investigation revealed a technical defect in the secondary circuit winding in the coil of the engine's single magneto, which caused the loss of power.				
Type	ASK 16	Injured	fatal	serious	minor
Type of operation	General aviation – Training – Solo flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident (Airprox)	Date, time	18.07.2025, 14:02 UTC		
Location, country	16 NM east of Sion Airport (LSGS), Switzerland, approx. 10,300 ft AMSL	Aircraft damage	Undamaged		
Factual information	<p>A twin-engine business jet was on an instrument approach to runway 25 at Sion Airport (LSGS). During the final approach within the non-activated Sion TMA, the air traffic controller at Sion Tower relayed a traffic advisory to the cockpit crew regarding a single-engine light aircraft in their approach area. At approximately 16 NM from the runway threshold and at an altitude of approximately 10,300 ft AMSL, the collision warning device on board the business jet issued a <i>traffic advisory</i> (TA) and shortly afterwards a <i>resolution advisory</i> (RA). The flight crew complied with this RA, which required them to maintain their altitude, and then performed a go-around manoeuvre. The two pilots never saw the light aircraft.</p> <p>The pilot of the light aircraft had tuned into the radio frequency of Sion Tower but had not actively reported to the air traffic controller. However, after calling twice, the air traffic controller was able to establish contact with the pilot. He relayed a traffic advisory to the pilot regarding the business jet and issued an avoidance recommendation in the form of a right turn, which the pilot followed. The pilot then saw the business jet. After the go-around manoeuvre, the business jet performed another instrument approach and landed safely in Sion.</p> <p>The temporary TMA Sion was non-activated on that day. The airspace in which the airprox occurred was, therefore, classified as airspace class E.</p>				
Type	Aircraft 1: Embraer EMB-505 Aircraft 2: Robin DR 400/180 R	Injured	<b>fatal</b>	<b>serious</b>	<b>minor</b>
Type of operation	Aircraft 1: General aviation – commercial, IFR Aircraft 2: General aviation – private flight, VFR	Crew	0	0	0
Comparable cases	Airprox between a business jet and a light aircraft in the Sion TMA on 18 December 2020 (see <a href="#">final report no. 2393</a> )	Passengers	0	0	0
		Other	-	-	-





Event	Serious incident (Airprox)	Date, time	18.07.2025, 15:41 UTC		
Location, country	8 NM west of Sion Airport (LSGS), Switzerland, 9000 ft AMSL	Aircraft damage	Undamaged		
Factual information	A twin-engine business jet took off from runway 25 at Sion Airport (LSGS) and flew west. At the same time, a glider that was not in contact with air traffic control was flying in the Fully (VS) region at an altitude of approximately 10,000 ft AMSL. The air traffic controller at Sion Tower sent several traffic advisories to the crew of the business jet about this glider and recommended that they not climb above 9,000 ft AMSL until waypoint GS202, located in the Fully region, to remain below the glider. Approximately 8 NM after the end of the runway and at an altitude of approximately 9000 ft AMSL, the collision avoidance system on board the business jet issued a resolution advisory (RA). The two aircraft then crossed paths at 0.6 NM laterally and 200 ft vertically, as recorded by air traffic control. The airspace in which the Airprox occurred was classified as Class E airspace.				
Type	Aircraft 1: Cessna C525 "CJ2" Aircraft 2: Schempp Hirth Duo Discus	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – commercial, IFR Aircraft 2: General aviation – private flight, VFR	Crew	0	0	0
Comparable cases	Airprox between a business jet and a turboprop aircraft	Passengers	0	0	0
	in the Martigny region on 18 February 2017 (see <a href="#">Final Report No. 2377</a> )	Other	-	-	-

Event	Accident without injuries	Date, time	06.08.2025, 18:00 UTC		
Location, country	Lyss (BE), Switzerland	Aircraft damage	Damaged		
Factual information	During the flight, there was a drop in engine power and the pilot noticed smoke. He then decided to make an emergency landing in a field. The engine stopped during the rollout. There was no external damage to the engine, but oil mixed with metal particles was found on the landing gear and the underside of the fuselage.				
Type	Bücker Bü 131 Jungmann	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Accident without injuries	Date, time	08.08.2025, 16:30 UTC		
Location, country	Montricher Airfield (LSTR), Switzerland	Aircraft damage	Damaged		
Factual information	The single-engine aircraft landed on the runway with its landing gear retracted. There was no technical defect in the landing gear extension mechanism.				
Type	IS-28M2/GR	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	Accident on 29 January 2024 in Grenchen (see <a href="#">Prevention Bulletin 2024/1</a> )	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident without injuries	Date, time	10.08.2025, 12:30 UTC		
Location, country	Ecuvillens Airport (LSGE)	Aircraft damage	Slightly damaged		
Factual information	The single-engine aircraft's tail touched the runway surface during landing. The rudder was damaged, impairing the aircraft's controllability around the vertical axis. The aircraft could be brought to a full stop on the runway.				
Type	MCR4	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident without injuries	Date, time	18.08.2025, 13:56 UTC		
Location, country	Bex Airport (LSGB), Switzerland	Aircraft damage			
Factual information	The tow plane was on its seventh tow flight as part of a flight instructor course for glider pilots. After releasing the glider, the tow pilot pressed the switch to retract the tow rope using the electric winch. As he was unsure whether the tow rope had been completely retracted, he wanted to restart the retraction process. To do this, he first had to press the switch to stop the tow rope from retracting. He then made a short approach to runway 33 over a glider that was already positioned for take-off. The tow rope, which was still more than half extended, touched the left wing of the glider during the final approach and damaged its left aileron.				
Type	Aircraft 1: Maule MX-7-235 Aircraft 2: Alexander Schleicher ASK 21	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – private flight, VFR Aircraft 2: General aviation – private flight, VFR	Crew	0	0	0
Comparable cases	Accident in Bex (LSGB) on 22 July 2021, in which a glider prepared for take-off was damaged by the tow rope of the landing tow plane, which had not been fully retracted, and one person on the ground was slightly injured (see <a href="#">summary report HB-KAW</a> )	Passengers	0	0	0
		Other	-	-	-

Event	Serious incident (near miss)	Date, time	24.08.2025, 13:37 UTC		
Location, country	Approximately 3 km NE of Rapperswil-Jona (SG), Switzerland	Aircraft damage	Undamaged		
Factual information	During a flight from St. Gallen-Altenrhein (LSZR) to Hausen am Albis airfield (LSZN), the single-engine high-wing aircraft was descending on a south-westerly course towards Lake Zurich when suddenly, approximately 3 km north-east of the town of Rapperswil-Jona (SG) at around 4000 ft AMSL, an audio alert „traffic traffic” was triggered. At the same time, the pilot noticed a delta glider climbing very quickly from below into his flight path. The estimated distance at this point was approximately 100 to 200 ft. The pilot immediately initiated an evasive manoeuvre by turning left and climbing. In contact with Zurich Information, the pilot informed the Flight Information Service Officer (FISO) on duty about the near collision. According to the pilot, nothing was visible on the ATD-57 display, which shows Flarm and ADS-B signals from surrounding air traffic, before the acoustic audio alert sounded. Even after the near collision, the Delta glider did not appear on the display; likewise, the traffic was not visible to <i>Zurich Information</i> .				
Type	F177RG	Injured	fatal	serious	minor
Type of operation	General aviation – private flight	Crew	0	0	0
Comparable cases	-	Passengers	0	0	0
		Other	-	-	-



Event	Serious incident (Airprox)	Date, time	27.09.2025, 12:43 UTC		
Location, country	1 km northeast of Belfaux (FR), Switzerland, approximately 3800 ft AMSL	Aircraft damage	Undamaged		
Factual information	<p>The pilot aboard the C182 motor aircraft was cruising at 3,800 ft AMSL with the autopilot engaged and was approaching the city of Fribourg when he wanted to request clearance to fly through the control zone from the Payerne air traffic control centre. As this was not active, he continued his flight in a north-westerly direction while monitoring the airfield frequency. Shortly afterwards, the Garmin G1000 Traffic Information System (TIS) issued the warning "Traffic, traffic, 11 o'clock, same altitude, 1 mile". The pilot then initiated a right turn by turning the heading knob on the autopilot 30 degrees to the right. A few seconds later, he received a warning on his Air Navigation Pro app with SafeSky. Shortly afterwards, he saw a single-engine Beech BE33 light aircraft flying past him in a right turn.</p> <p>As part of a check flight to revalidate its class rating for single-engine piston aircraft, the Beech BE33 was approaching the city of Fribourg from the north-west with the intention of joining the traffic pattern at Ecuwillens Airport (LSGE) when the traffic advisory system (TAS) issued a warning about another aircraft. The two occupants spotted the approaching Cessna at their 2 o'clock position and continued their descent after the crossing.</p> <p>The minimum distance between the two motorised aircraft, both flying at an altitude of 3800 ft AMSL, was approximately 100 m.</p>				
Type	Aircraft 1: Cessna C182 Aircraft 2: Beech BE33	Injured	fatal	serious	minor
Type of operation	Aircraft 1: General aviation – private flight, VFR Aircraft 2: General aviation – private flight, VFR	Crew	0	0	0
Comparable cases	Near collision between two motorised aircraft on 24 January 2021 (see <a href="#">summary report</a> )	Passengers	0	0	0
		Other	-	-	-

Bern, 21 October 2025