

## **IFR Procedure from Locarno (LSZL)**

In Locarno are present IFR GPS Approach and Departure Procedure's.

Procedure are available H24, for IFR only during ATC OFF. Means CTR and TMA are not active. In the near future will be possible also IFR with ATC ON.

Rega Helicopter use IFR Procedure during IMC Condition and perform a minimum of Training during VMC in order to be current.

By operation in marginal weather (Cloud - BKN) in-and-out condition may occur. The helicopter Pilot could not have enough time to avoid a Paraglider flying close to the cloud.

Three Paraglider conflicting area have been highlightet on Risk Assesement.

- Locarno: Cardada-Cimetta (Start point: 5840ft – 1671m)
- Rivera: Tamaro-Cima di Medeglia (Start Point: 5000ft – 1532m)
- Sementina: Mornera (Start point: 4500ft – 1371m)

The area of Locarno is the most critical one due the lower altitude of the Helicopter.

The Approach lead in to the Paraglider area during Missed Approach, often performed in Training. The crossing altitude on Missed Approach are higher and the risk of mid-air-collision (MAC) reduced.

- Abeam Cardada the helicopter is above 6000ft (1800m) – low risk
- Abeam Tamaro the helicopter is at 8000ft (2438m) – low risk;

and during the transition LS214B and LS213B. During this transition the helicopter is crossing:

- Abeam Mornera in descend from 8000ft to 6000ft (2438 – 1800m). – low Risk

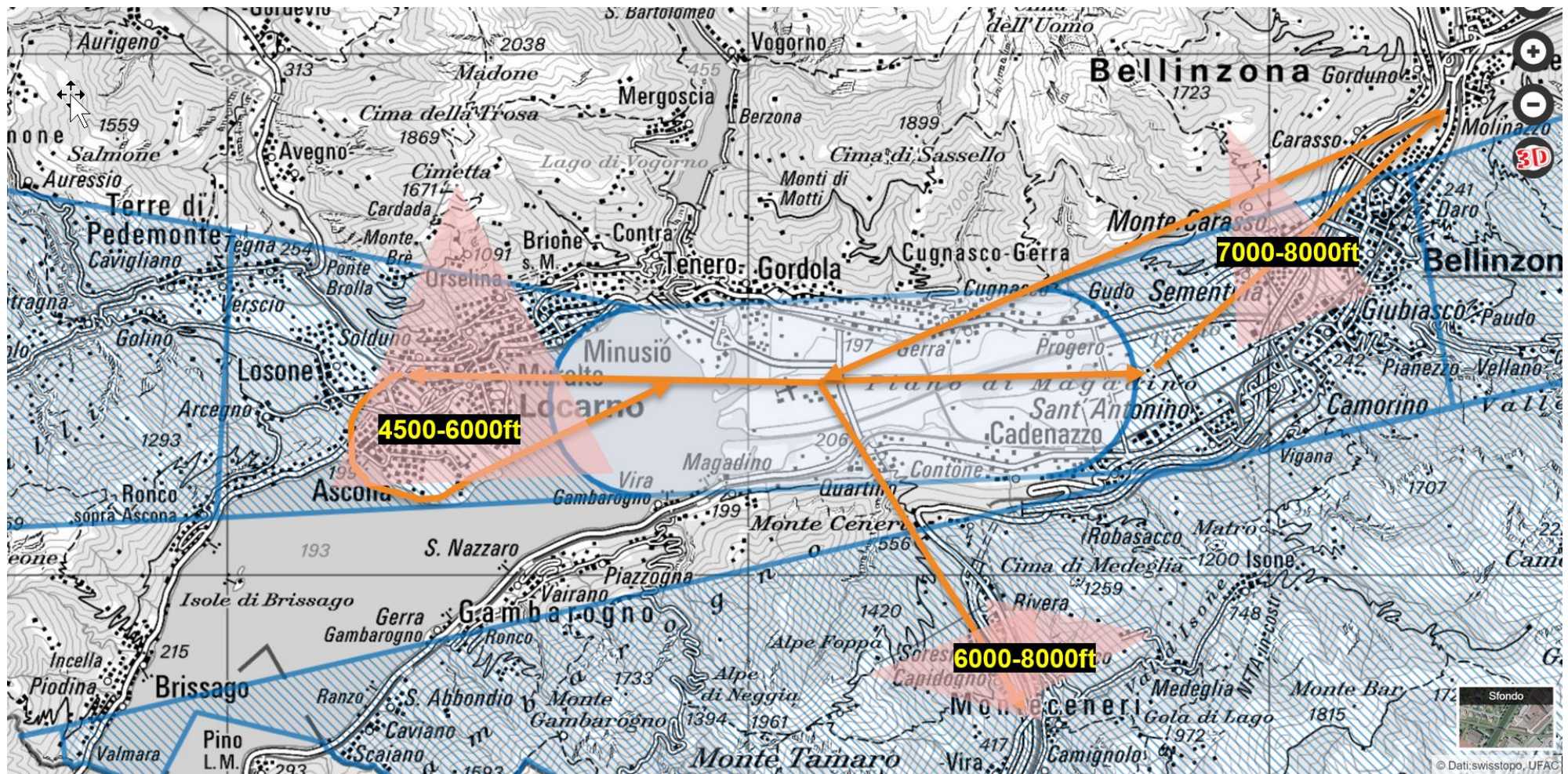
The major conflicting event is a climbing helicopter on the IFR Departure:

- Abeam Cardada the helicopter is climbing through 4500-5500ft (1300- 1670ft) – high risk
- Abeam Tamaro the helicopter are levelling at 6000ft (1800m) – low risk
- Abeam Morneda the helicopter are levelling ar 7000ft (2133ft) – low risk

To active mitigate the Risk of MAC the IFR Traffic:

- climb with an hight rate of climb to achieve 6000ft (1800m) as soon as possible
- give priority to VFR Traffic during VMC condition
- is looking out during VMC condition
- Make blind-call on Locarno TWR Frequency 134.825 Mhz
- is informed about the Paraglider Area

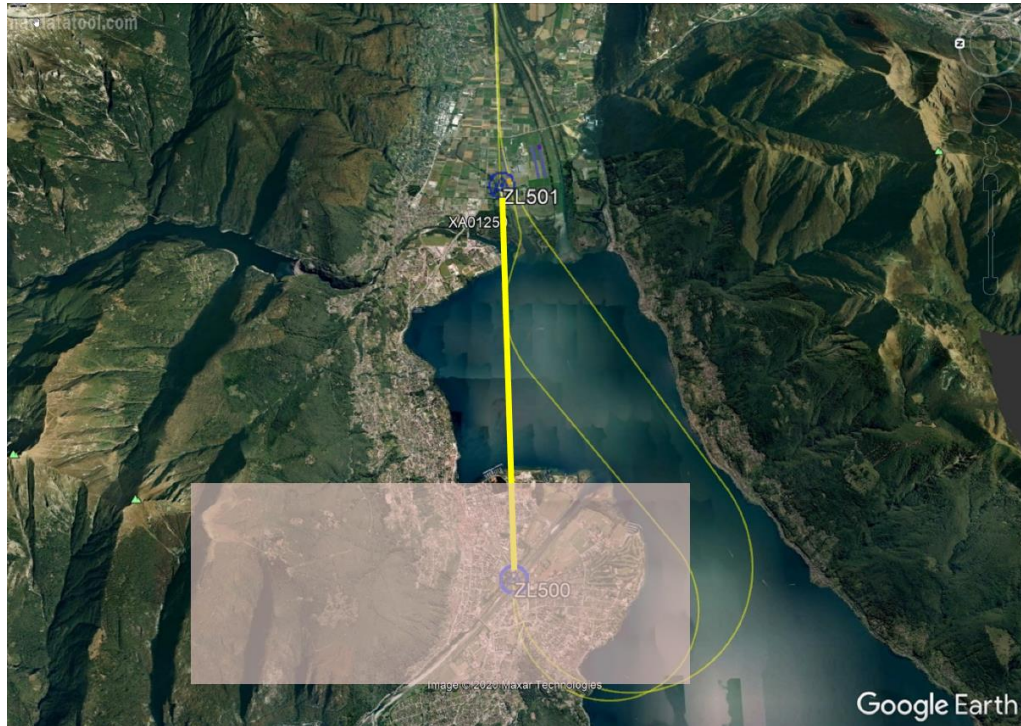
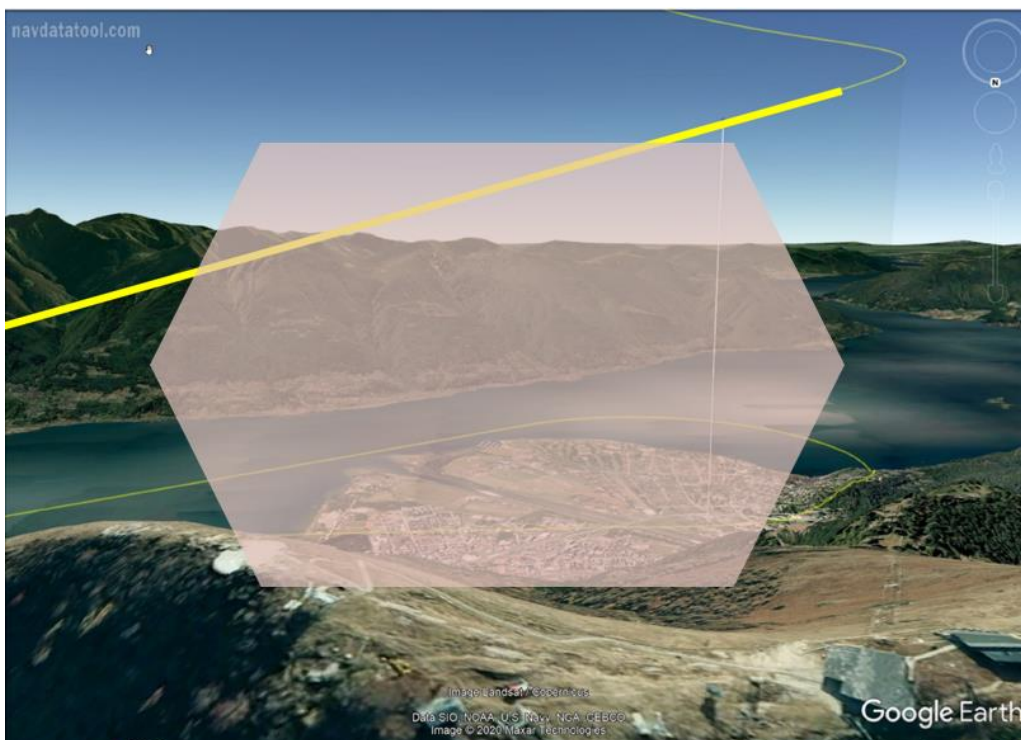




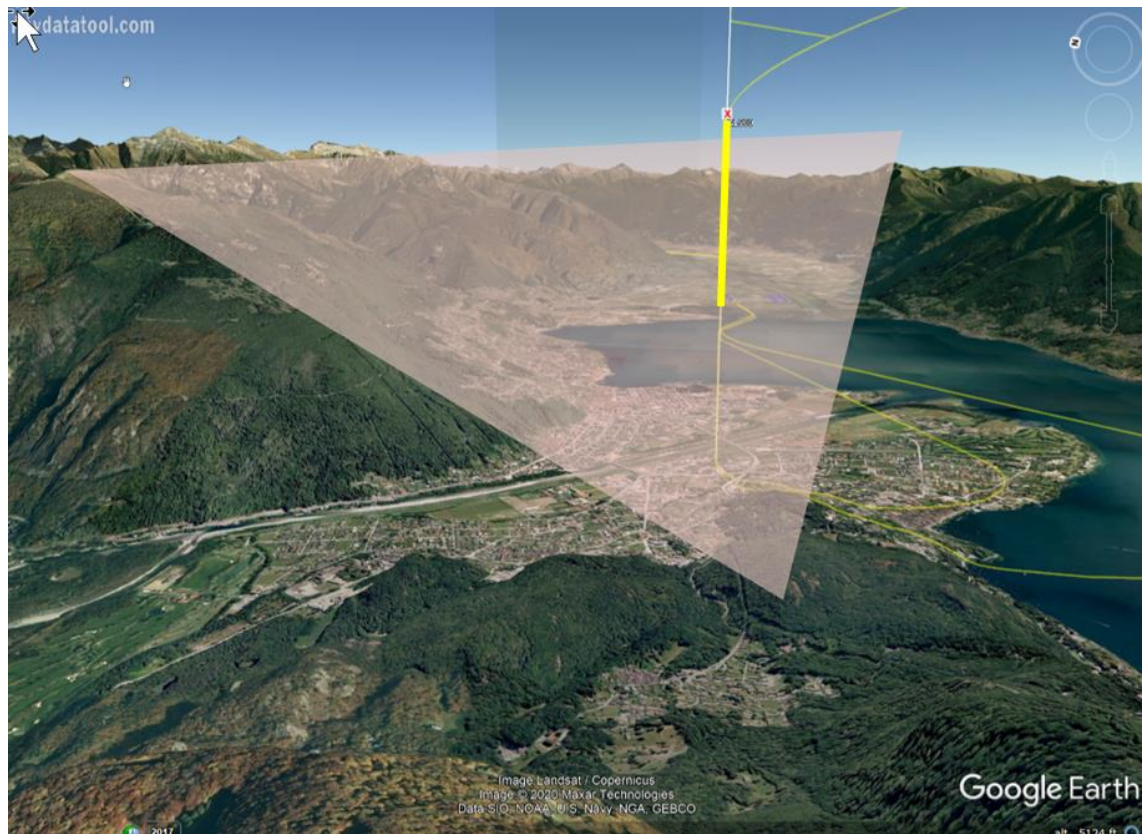


**Description of the procedures:**

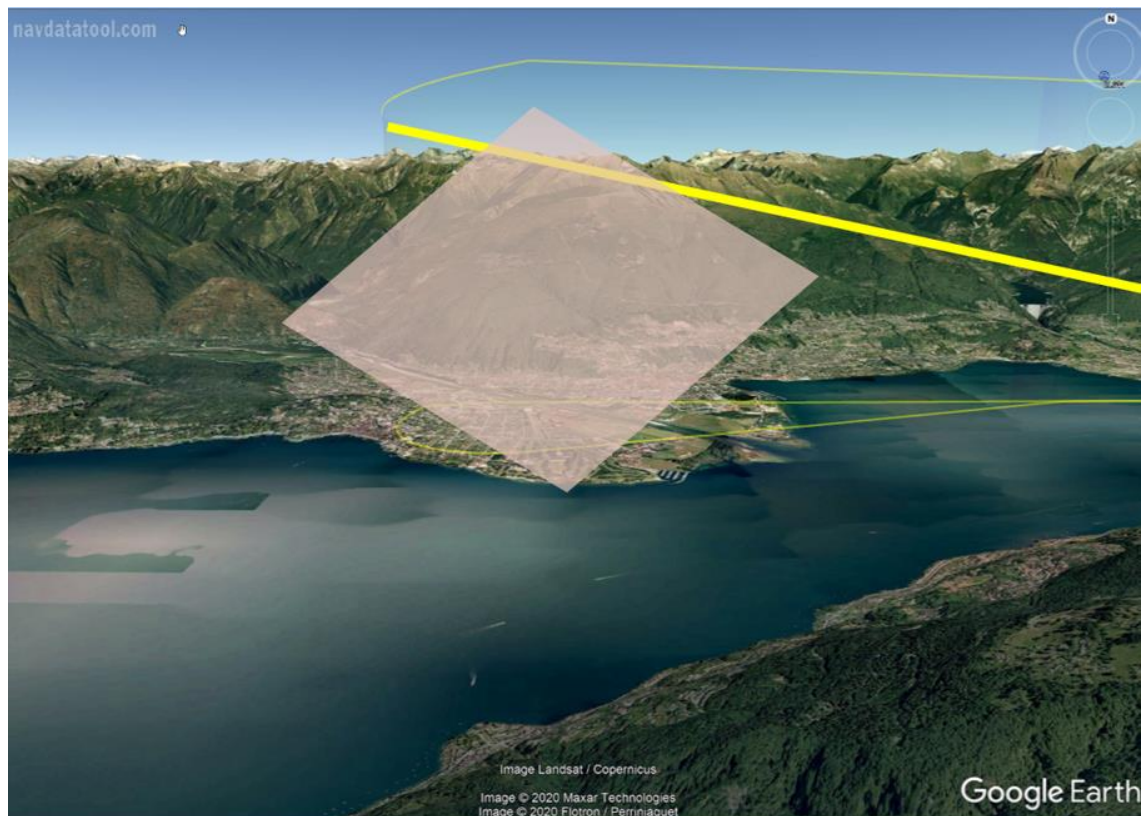
The track leading in to the area of Locarno City is the same for the missed approach and the departure, but crossing altitude are different. A turning point to the left is located above Maggia River (Highway Bridge). The critical phase of the procedure are inside the TMA or CTR

**View from Paraglider departure point Cimetta:**

**View from West at 5000ft (1500m)**



**View from south at 5000ft (1500m)**





**View from the Cockpit during departure 4500ft in climb:**

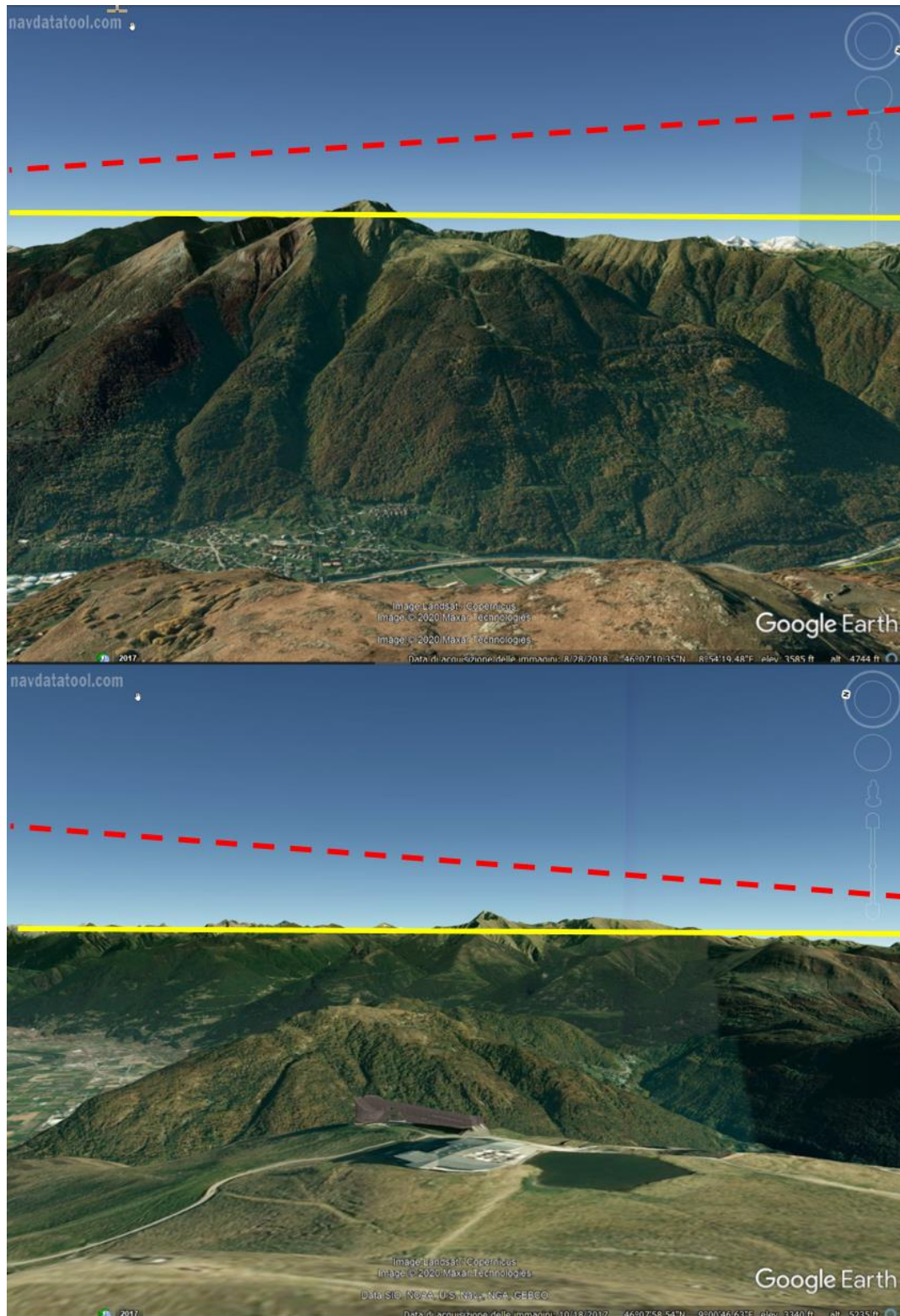






## Illustration of further less critical Paragliding Area

**Tamaro-Cima Medeglia-Rivera** (Yellow IFR Departure 6000ft/ Red Missed Approach 8000ft down to 6000ft)



## View of the area Sementina-Mornera (Bellinzona) Climbing from 6 to 7000ft





## Cockpit view's Sementina-Mornera (Bellinzona)



**Conclusion:****Fact's**

- activity of IFR Rega-Helikopter in Locarno Area may be expected H24 by bad weather condition, without ATC Locarno in Airspace ECHO.
- Training activity may be done, mostly in VMC condition outside ATC hour.
- Helicopter is following a highly precise GPS Track
- Helicopter are equipped with FLOICE and TAS
- Once the Procedure will be possible by ATC ON, the procedure will be inside CTR/TMA

**Mitigation Rega Side:**

- Rega Pilot are informed about the conflicting area and the active mitigation
- High rate of climb as to be used
- In VMC the crew of the helicopter is looking out and give priority to Paraglider

**Mitigation on the Paraglider Side:**

- Paraglider operating on the Region Locarno, Rivera and Bellinzona are informed about IFR Helicopter flights to/from Locarno Airfield
- On the start point are present Information paper to consult

For any question do not hesitate to contact me:

Mario Agustoni

[Mario.agustoni@rega.ch](mailto:Mario.agustoni@rega.ch)

+41 79 403 10 61