

IFR Procedure in Locarno (LSZL) from Rega Helicopter Airspace User information

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.

Info vor Glider, VFR Traffic, Parachute operating in Locarno LSZL

Rega will perform the IFR-Procedure if the Weather is marginal or Full IMC. In any other Case, priority is given to VFR Traffic.

The minima (Point of Decision) is located at 2320ft shortly before the Railway Bridge.

In fact the Decision Altitude is above the low VFR Circuit.

The Rega Pilot perform Blind Call using VFR-Position Report in order to clearly inform other Pilots about the Decision. An active communication may be done in order to coordinate. In case of any doubt, the IFR Helicopter is instructed to perform a Missed Approach and climb to a safe altitude.

Some procedure and missed approach consist in an Holding overhead at 8000ft. This Holding may only be flown if no parachute activity is in progress. The IFR Helicopter will avoid the Holding if any activity of Parachute jumping is in progress or expected.

In any case during VMC condition, the IFR Pilot will be any time able to avoid the dropping Area and rejoin later on.

Info vor Paraglider:

The helicopter Pilot could not have enough time to avoid a Paraglider flying close to the cloud.

Three Paraglider conflicting areas have been highlighted on Risk Assessment.

- 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 to 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

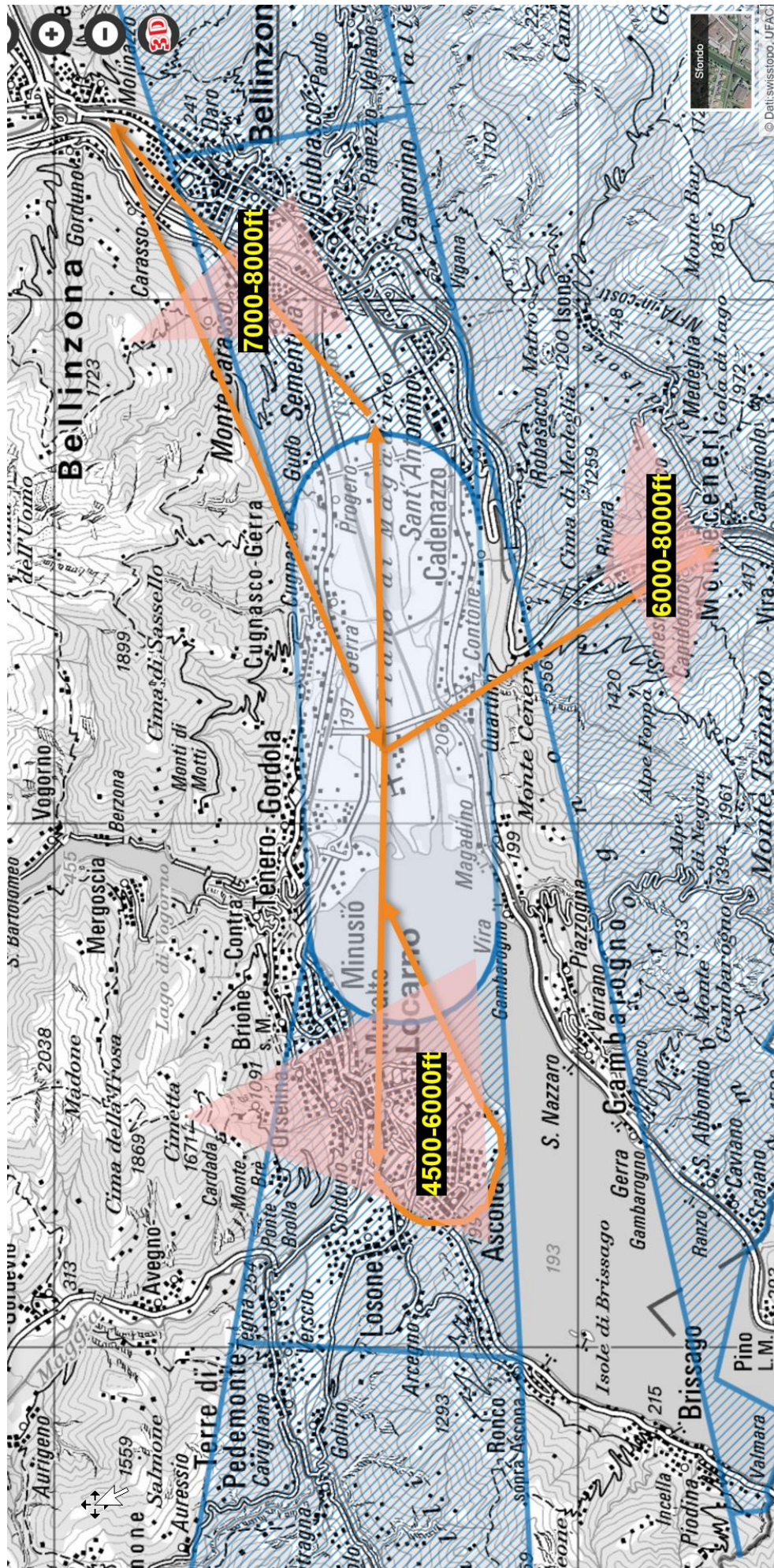
The major conflicting event is a climbing helicopter on the IFR Departure:

- 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 at 7000ft (2133ft) – low risk

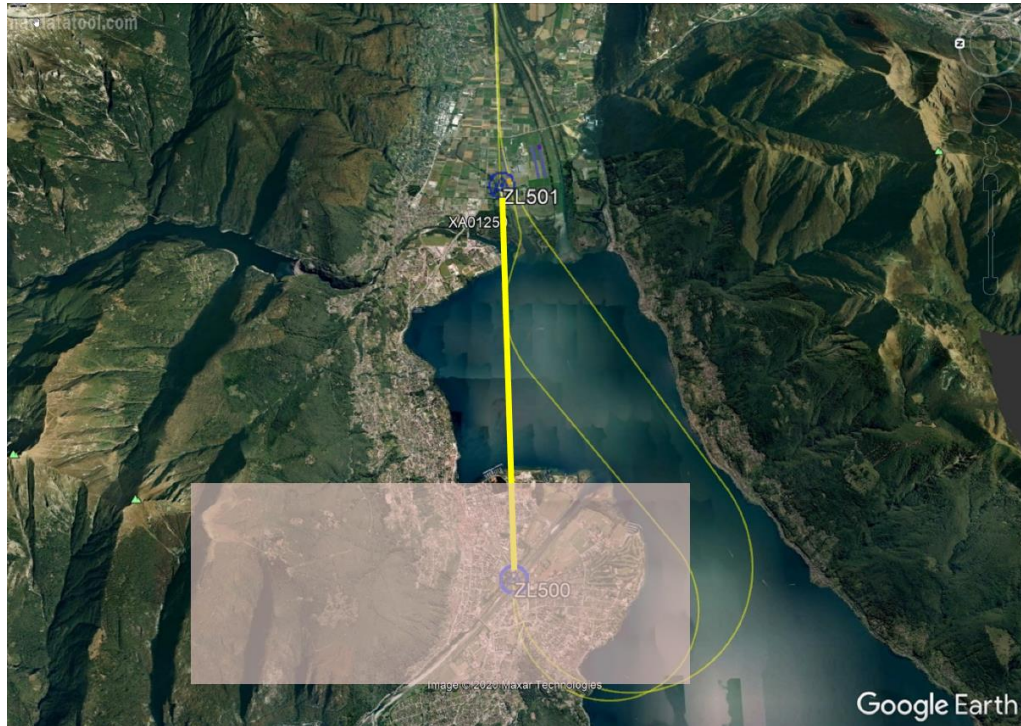
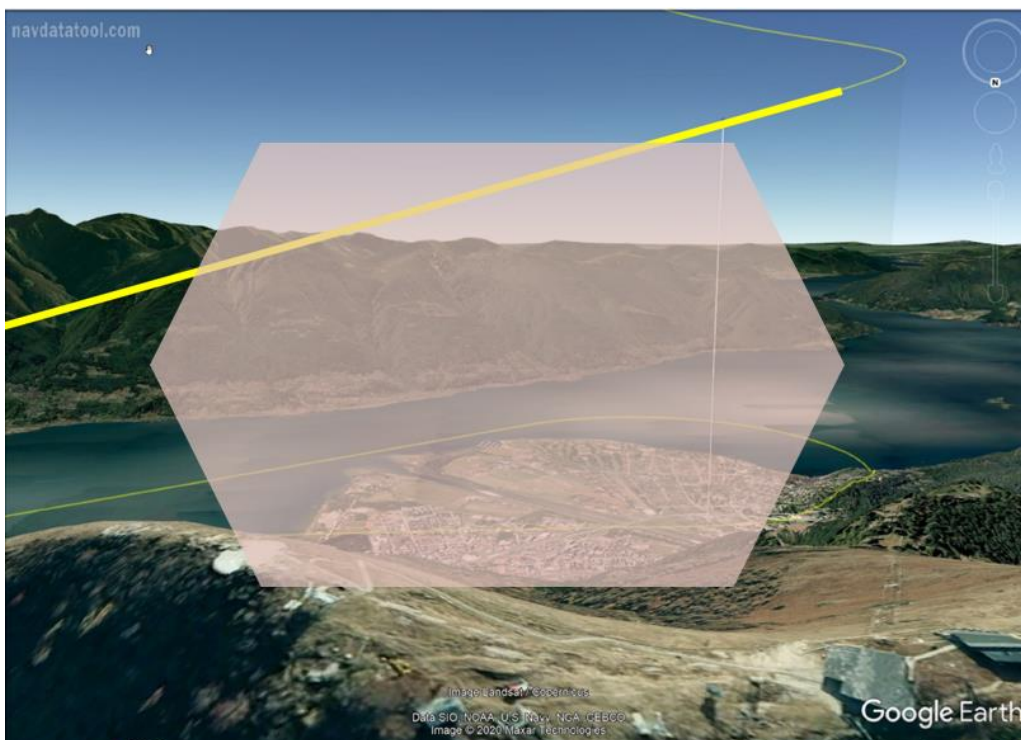
To active mitigate the Risk of MAC the IFR Traffic:

- climb with an high 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

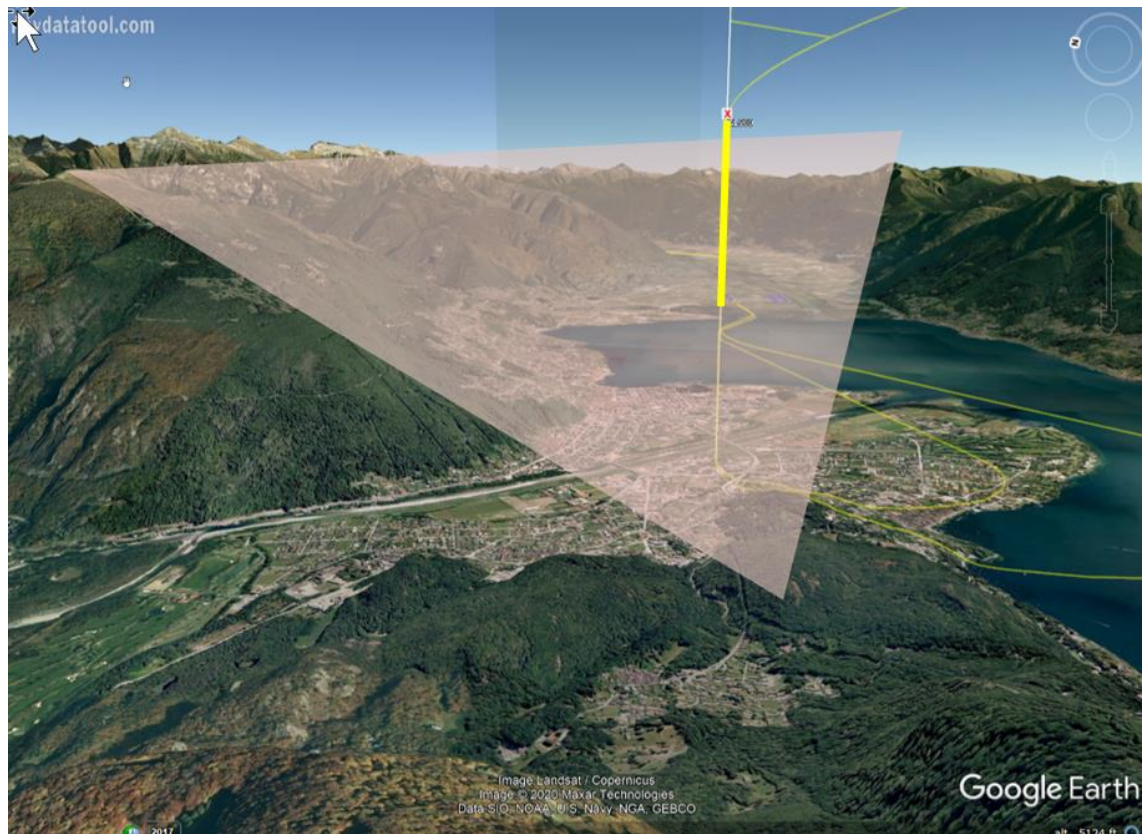


Description of the procedures:

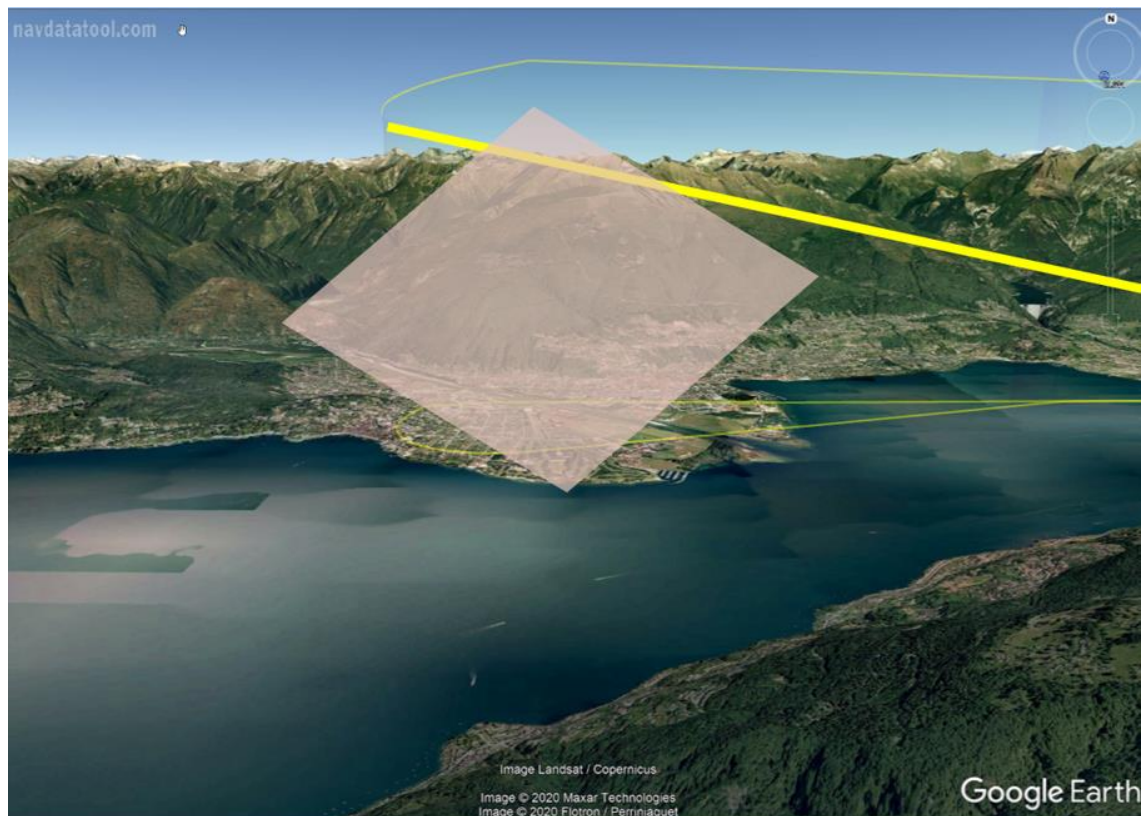
The track leading in to the area of Locarno City is the same for the missed approach and the departure, but crossing altitude are different. A turning point to the left is located above Maggia River (Highway Bridge). The critical phase of the procedure are inside the TMA or CTR

**View from Paraglider departure point Cimetta:**

View from West at 5000ft (1500m)



View from south at 5000ft (1500m)



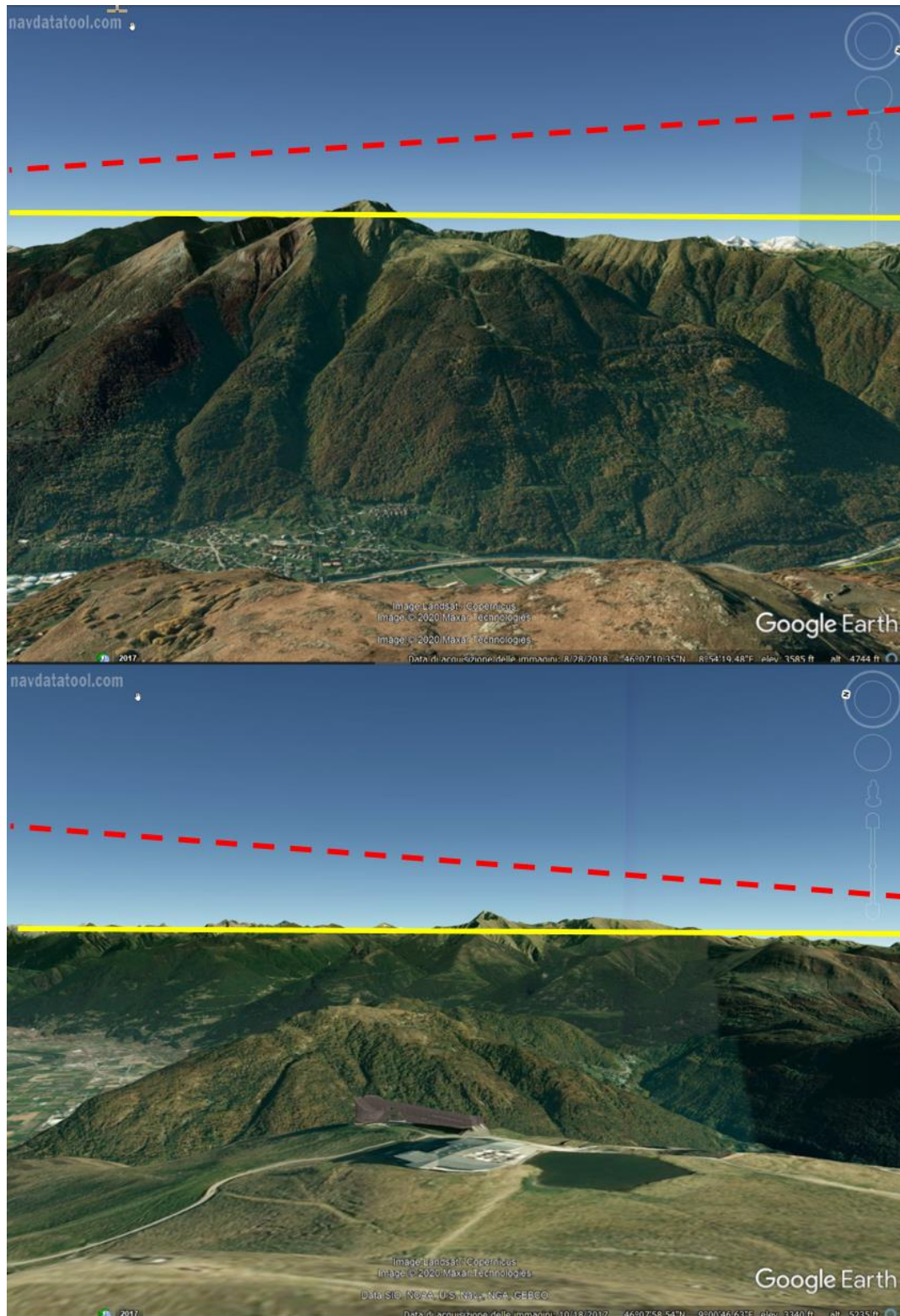
View from the Cockpit during departure 4500ft in climb:





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 and other Airspace user.

Mitigation on the Paraglider Side:

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

Mitigation to Radio equipped Airspace User:

- Active communication on Radio about intentions once an IFR-Rega Helicopter communicate on Locarno Frequency the intention to perform an IFR Approach/Departure

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