



## Safety recommendation no. 24

<b>Date of the publication</b>	05.09.2019
<b>Number of the final report</b>	2350
<b>Safety deficit</b>	Outside of the Control Zone (CTR) and the Terminal Control Area (TMA), landings and take-offs according to Instrument Flight Rules (IFR) at or from St. Gallen-Altenrhein airport take place in Class E airspace over considerable distances. For aircraft flying according to Visual Flight Rules (VFR), transponder use is not compulsory in this airspace, nor is there any obligation to maintain radio contact with air traffic control. As a result, VFR traffic may remain completely unrecognised by the air traffic controller and only be detected by the IFR by means of visual identification ('see and avoid').
<b>Safety recommendation</b>	<p>Topic: Use of the transponder and contact with air traffic control in the vicinity of regional airports with instrument approach</p> <p>Target group: Aero-Club of Sitzerland (AeCS) and all airspace users</p> <p>The Aero Club of Switzerland should raise awareness among its members of the fact that increased IFR traffic is to be expected in Class E airspace which borders on Control Zones (CTR) and Terminal Control Areas (TMA) of regional airports such as St. Gallen-Altenrhein. Keeping the transponder switched on continuously and making contact with the aerodrome controller of the respective aerodrome to communicate their own position and flying altitude are the only possible way, besides 'see and avoid', to make a VFR aircraft detectable for IFR traffic.</p>
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#">Schlussbericht</a></p> <p><a href="#">Final report</a></p> <p><a href="#">Vorbericht</a></p>