



Safety recommendation no. 466

Date of the publication	16.05.2013
Number of the final report	2208
Safety deficit	<p>On 11 August 2012 a near-collision occurred in the Zurich terminal area between an Airbus A340-313 commercial aircraft and an ASW 20 glider because on the one hand the glider had flown into controlled airspace without clearance and on the other hand air traffic control had allowed the commercial aircraft to descend too low. The traffic alert and collision avoidance system (TCAS) on the A340-313 was unable either to issue a traffic advisory (TA) or to generate a resolution advisory (RA) because the glider was not equipped with a transponder. For the same reason the air traffic control radar system could not detect the glider and this meant that on the one hand the air traffic control officer (ATCO) could at no time perceive it and on the other hand, the air traffic control short-term conflict alert system (STCA) could not warn the ATCO of the dangerous convergence.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation should, where appropriate, in cooperation with the supervisory authorities of neighbouring States surrounding Swiss airspace, define airspace in which only aircraft which are equipped with a functioning and activated transponder are allowed to fly (transponder mandatory zones – TMZ). These TMZ should include the control areas and terminal areas and constitute vertical or horizontal buffer zones with regard to this airspace.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Not implemented. The Federal Office of Civil Aviation expressed scepticism on implementation in a letter dated 5 August 2013 in response to the interim report dated 17 May 2013.</p>
Investigation report concerning the safety recommendation	<p><u>Schlussbericht</u> <u>Final report</u></p>