



Safety recommendation no. 471

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| Date of the publication | 31.07.2013 |
| Number of the final report | 2184 |
| Safety deficit | <p>On 17 August 2011, the instructor at the FIN position took over control of the crossing of two aircraft. He issued two radar headings to SWR 194W in order to cross the runway 23 approach center line. Moments later, a conflict arose between SWR 194W and AUF 331, which was established on the ILS. A STCA alert was triggered, but only at the PRE and APC positions. As a result, the instructor at the FIN position did not receive the visual or audible STCA alert and was informed of the conflict only by the trainee in the PRE position and the APC controller.</p> |
| Safety recommendation | <p>The Federal Office of Civil Aviation should request technical adaptations which would make it possible to have available STCA alerts originating from other control positions.</p> |
| Addressees | BAZL Bundesamt für Zivilluftfahrt |
| Stage of the implementation | <p>Partially implemented. The STCA parameter settings will be changed in such a manner that visual STCAs will be displayed on all corresponding approach sector screens, independently of their configuration and irrelevant which approach sector has AoC of the flight.</p> <p>The acoustical alert will remain at the loudspeaker of the sector which guides the aircraft. This will improve the safety awareness at the different approach sectors that the STCA has triggered as well as to help OJTIs to coach when using an unoccupied position.</p> |
| Investigation report concerning the safety recommendation | <p>Rapport final Final report</p> |