



## Safety recommendation no. 483

<b>Date of the publication</b>	19.08.2014
<b>Number of the final report</b>	2208
<b>Safety deficit</b>	<p>On 11 August 2012 a near-collision occurred in the Zurich terminal area involving an Airbus A340-313 commercial aircraft and an ASW 20 glider because on the one hand the glider had penetrated into controlled airspace without clearance and on the other hand air traffic control had allowed the commercial aircraft to descend too low.</p> <p>In the course of the investigation it was established that the skyguide air navigation services company had a practice of giving a so-called “anticipated clearance”; this was not a case of an “anticipated”, i.e. prognosticated clearance but a clearance on the basis of an expected or prognosticated vertical flight path. This meant, both in the investigated serious incident in question and in other operational situations, that occasionally, on the assumption of a specific flight path, a clearance to descend was given which led to an infringement of the lowest permissible altitude for instrument flights in TMA LSZH 2. The concept of these “anticipated clearances” was not described anywhere in the airline’s operational documents nor did any relevant training document exist. This led to different handling or rather a different interpretation of this concept by individual air traffic controllers. Both the investigated serious incident in question and the data of other flights indicate that in some cases giving clearance on the basis of an anticipated flight path is not being reliably implemented by air traffic controllers.</p>
<b>Safety recommendation</b>	The Federal Office of Civil Aviation should, together with skyguide air navigation services examine the concept of anticipated clearances and take measures which ensure that flights under instrument flight rules, when obeying clearance instructions, do not fly at altitudes or in airspace not intended for them.
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt
<b>Stage of the implementation</b>	<p>Not implemented. However, skyguide has stated the following: “The advantages and problems of “anticipated clearances” have been subject to an initial close examination by skyguide. The findings have been incorporated in ongoing training. Furthermore, skyguide envisages adapting the practice accordingly when the benefits of “anticipated clearances” are questionable.</p> <p>A further general measure to increase awareness was operational information for air traffic controllers on the possible climb and descent behaviour of aircraft on approach.</p> <p>In addition, skyguide has shared its findings from the internal investigation with Swiss International Airlines in order to also promote awareness among pilots.”</p>

**Investigation report concerning  
the safety recommendation**

