



## Safety recommendation no. 486

<b>Date of the publication</b>	23.02.2015
<b>Number of the final report</b>	2217
<b>Safety deficit</b>	<p>On returning from a private flight to Geneva, the pilot of a single-engined aircraft informed the air traffic controller of his intention to fly over the concrete runway in order to join grass runway 05 downwind. The air traffic controller's instruction to this aircraft was to fly over the threshold of concrete runway 05 and to call back at the downwind end of grass runway 05. This course, which was not published in the visual approach charts, was justified as a result of the traffic taking off from the airport. The pilot correctly acknowledged the instruction, but continued his flight without changing course, which took him above approach B.</p> <p>Shortly before flying over the concrete runway, the air traffic controller asked the pilot for his altitude. The latter replied that his altitude was 2,500 ft whereupon the air traffic controller pointed out to him that flying over the runway should take place at a minimum altitude of 3,000 ft. This restriction, enforced by the ATMM, did not appear on the pilot's documentation. A few seconds later, the air traffic controller gave a type AVRO RJ-100 aircraft permission to take off. Just before rotation, the pilot noticed the Cessna overflying the runway in front of him at an altitude of 2,400 ft, just 1,850 m away.</p>
<b>Safety recommendation</b>	The Federal Office of Civil Aviation should ensure consistency between air traffic control documentation and pilot documentation.
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
<b>Stage of the implementation</b>	<p>Implemented. FOCA has declared that it agrees with the safety recommendation in principle and plans the following two measures in order to implement it: firstly, the visual approach charts will be amended so that the Geneva Airport runway has to be overflown at an altitude of 3,000 feet above mean sea level and secondly, air traffic control is to be requested to demonstrate to FOCA how discrepancies between the underlying documentation are to be avoided in future.</p> <p>In a letter dated 28 September 2015, the FOCA announced that the Visual Approach Chart (VAC) for Geneva Airport (LSGG) would be adapted with effect from 12 November 2015. When requested to comment, the air navigation service Skyguide referred to several interface problems; any need for action is assessed by the FOCA.</p>
<b>Investigation report concerning the safety recommendation</b>	<a href="#">Rapport final</a>