



Safety recommendation no. 495

Date of the publication	10.04.2015
Number of the final report	2228
Safety deficit	<p>In poor visibility, the flight crew of a Boeing 737-600 made an ILS category I (CAT I) approach at the end of which they momentarily lost control of the aircraft due to inappropriate use of the automatic flight control systems. Spatially disorientated, the pilots made a long landing, touching down hard left of the runway axis. The left main landing gear left the runway for a distance of 120 m and broke two runway lights, debris from which was scattered over the runway. The incident caused an alert to be activated at the control tower, indicating total failure of the runway edge lights. The air traffic controllers were not informed in detail of this malfunction and would not learn until fifty minutes later that three lights were out. As no serious incident was reported, it was not until three hours later during a routine inspection that the lamp debris was discovered on the runway.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation must ensure that the air traffic controllers in the control tower are immediately made aware of any approach light alerts.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented – In its letter of 17 January 2022, the FOCA mentions that the lighting system at Geneva airport has been changed and replaced by LED lamps with a significantly longer life span. The BALUPI runway lighting system consists of several power supply circuits in which every fourth LED lamp is monitored. If one of the lamps fails, an alarm is set off (orange light) and transmitted to the airport tower control.</p> <p>If such a lighting system failure alarm is received, a check of the runway is carried out in accordance with the procedure that has been in place since July 2015.</p>
Investigation report concerning the safety recommendation	<u>Rapport final</u>