



Safety recommendation no. 512

Date of the publication	28.08.2017
Number of the final report	2292
Safety deficit	<p>Payerne radar handed over two F/A-18C military jets to the Payerne Arrival approach control centre to guide them to runway 23 for an instrument approach and, to this end, they communicated on the Payerne arrival frequency. At the same time, the pilot of a civilian aircraft contacted Payerne Tower requesting transit permission for the terminal control area (TMA) towards La Chaux-de Fonds. At this time, the F/A-18C leader was flying the downwind approach at 5,000 ft, followed by the trailer. Shortly afterwards at the same altitude, the leader flew past the civilian aircraft at a distance of 0.4 NM.</p> <p>The investigation showed that for flights under instrument flight rules (IFR) at an air force base with high traffic volume, which allows visual flights to transit the TMA without contacting air traffic control, the TMA's inappropriate airspace classification constitutes a safety deficit.</p>
Safety recommendation	The Federal Office of Civil Aviation (FOCA) should take measures to ensure IFR traffic is safe from other airspace users in the area surrounding Payerne Airport.
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. FOCA letter of 4 October 2018 As of March 2019, the TWR frequency will be marked on the edge of TMA7 Payerne in relevant publications, so that pilots are aware of which air traffic control unit is responsible. An evaluation will be conducted after 2 to 3 years based on gathered data. If further improvements are deemed necessary, there will be the possibility of establishing a TMA7 with class D airspace.</p> <p>Partially implemented. FOCA letter of 8 October 2020 In April 2020, the FOCA asked Payerne about the impact of the measures and questioned Skyguide about any results. Skyguide did not observe any effects following the publication of the Payerne TWR frequency on the ICAO aeronautical chart. As no incidents have been reported and the assessment made in the Risk Assessment of 5 September 2019 has been classified as "acceptable safe", no further action is planned. Based on these results, the FOCA considers Safety Recommendation No. 512 implemented and complete.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>