



Safety recommendation no. 532

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Safety deficit	<p>A Dornier DO 328-100 commercial aircraft back tracked onto runway 32 after dark to take off on runway 14, which was in operation at that time. The air traffic controller transmitted a Runway Visual Range (RVR) of 600 m to the flight crew. The captain did not see the yellow line painted on the ground where the runway ended and the runway turn pad started. This line is designed to visually guide him when changing direction by 180°. Both pilots also said that they could no longer remember noticing the red lights at the end of the runway. When the captain noticed that he had become disorientated along the runway, he began to brake. The plane came to a standstill in the grass immediately after the runway turn pad.</p> <p>The boundary of the runway turn pad consisted of blue lights. These were difficult to see when taxiing on runway 32, especially because of the bright approach lights on runway 14.</p>
Safety recommendation	In cooperation with the airport operator, the Federal Office of Civil Aviation (FOCA) should seek solutions that make it possible for flight crews to clearly identify the limits of the runway turn pad.
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	In a letter dated 6 December 2018, the Federal Office of Civil Aviation announced that yellow lines had been marked on the two turn pads at the end of summer 2017 as part of the runway restoration project. The airport operator stated that the blue edge lights had been replaced by brighter LED lights.
Investigation report concerning the safety recommendation	<u>Vorbericht</u> <u>Schlussbericht</u>