



Safety recommendation no. 541

Date of the publication	25.09.2018
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Safety deficit	<p>On 21 April 2016, the second day of the aviation exhibition „AERO Friedrichshafen“, a dangerous convergence took place in airspace E, approximately 10 NM north-east of Friedrichshafen Airport (EDNY) at an altitude of 4000 ft above mean sea level (AMSL), between a commercial aircraft under radar guidance for an approach to runway 24 and a light aircraft in radio contact with the aerodrome control, flying under visual flight rules and arriving from the south-east. The closest point of approach was 0.5 NM horizontally und 100 ft vertically.</p> <p>According to the guidelines of the visual approach chart, published specifically for the trade fair, approaches for the paved runway 24 are carried out via the mandatory reporting waypoint OSCAR, north of the airport, with a recommendation to follow the approach corridor at an altitude no higher than 4000 ft AMSL. As a consequence, the VFR traffic approaching from the south-east must cross the runway axis.</p> <p>Also, in view of the absence of an altitude limit in the area of the flight corridor as well as outside the CTR of Friedrichshafen, an increased concentration of mixed traffic north-east of the airport is to be expected when IFR approaches via a right- hand base for runway 24 take place simultaneously.</p> <p>Opting to concentrate the VFR traffic above and across the runway via the VFR waypoints NOVEMBER and SIERRA for the approach and departure, as foreseen during normal operation, allows for a geographical segregation from the IFR traffic on both runways 06 and 24. Likewise, the VFR traffic in close proximity to the CTR is separated from the IFR traffic by the altitude limit of 3000 ft AMSL during arrival and departure, as the latter never intercepts the glide slope of the ILS under 4000 ft AMSL.</p> <p>The management of the airspace around Friedrichshafen Airport, which is divided into various air navigation service providers (ANSP), organized into jurisdictions, imposed duties, rights and obligations, presents many interfaces. These complicate and/or preclude the rapid implementation of a practical procedure.</p> <p>The STSB recognizes, therefore, systemic risks in the operating guidelines as well as in the visual approach chart published specifically for the aviation exhibition.</p>
Safety recommendation	<p>The Air Traffic Controlling Office (Bundesaufsichtsamt für Flugsicherung – BAF) should in cooperation with the air navigation service provider Deutsche Flugsicherung (DFS), Skyguide and Austro Control GmbH examine to what extent the operating concept could be improved upon during the aviation exhibition.</p>
Addressees	Bundesaufsichtsamt für Flugsicherung (BAF)

Stage of the implementation

Awaiting response.

**Investigation report concerning
the safety recommendation**

Schlussbericht
Final report
