



Safety recommendation no. 549

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Safety deficit	<p>Authorised to proceed towards holding bay Z, the flight crew of a Cessna Citation C525 passes the holding point ahead of the CAT I runway of concrete runway 05 without having been cleared to do so. The aircraft stops approximately 15 m from the edge of the runway and conflicts with an approaching Airbus A320 that is rolling for take-off.</p> <p>The intersection of taxiway Z with concrete runway 05 has been identified as a risk point for runway incursions. To draw pilots' attention to this, it had previously been marked on airport diagrams as a hot spot.</p> <p>The serious incident addressed by this report shows that the probability of a runway incursion on taxiway Z is sufficient to warrant preventative measures.</p>
Safety recommendation	The Federal Office of Civil Aviation should ensure that the risk of a runway incursion at the intersection of taxiway Z with concrete runway 05 is indicated on the airport diagrams.
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	Implemented. In a letter dated 10 December 2020, the Federal Office of Civil Aviation (FOCA) informed the Swiss Safety Investigation Board (STSB) that the simplification of the geometry of the CAT I taxiway holding bar at TWY Z in front of runway 04-22 had been implemented and that the adaptation of the aeronautical publication incl. hot spot runway incursion would come into force at the beginning of 2021.
Investigation report concerning the safety recommendation	Final report Notification Rapport final