



Safety recommendation no. 550

Date of the publication	14.01.2020
Number of the final report	2354
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 obstructs the path of an Airbus A320 that is rolling for take-off. The intersection of taxiway Z with concrete runway 05 has been identified as a risk point for runway incursions. When he authorises an aircraft to taxi towards the CAT I or CAT II holding points or holding bay Z, the GND controller should thus be required to systematically direct pilots to wait away from this runway by giving the instruction «HOLD SHORT OF RUNWAY (position)».</p>
Safety recommendation	<p>The Federal Office of Civil Aviation should ensure that air traffic control's operating procedures are adapted to take account of the risk of runway incursions identified at the intersection of taxiway Z with concrete runway 05.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented - In its response dated 28 April 2020, FOCA indicates that, according to information provided by Skyguide, the following remedial measures have been taken:</p> <ul style="list-style-type: none">- A Safety Letter has been published to draw air traffic controllers' attention to the hot spot.- A Safety Letter has been published to recommend that air traffic controllers issue the "hold short of RWY" instruction.- The "conditional line-up clearances" relating to taxiway Z have been suspended as of 19 December 2019. <p>According to information provided by Skyguide, the following remedial measures are planned:</p> <ul style="list-style-type: none">- Amalgamation of the CATII/III and CAT I stop bars,- Round-the-clock use of the stop bars <p>In a notification dated 20 December 2021, the FOCA forwarded an email from Skyguide containing an operational service order of 21 September 2021 with the following corrective measures: The Cat II and III stop bars on the Yankee and Zulu runways are switch on H24. The phraseology was thus changed ("Taxi to stop bar Cat II / III, into holding bay Y2 / Z via ..."). This means that air traffic control can no longer authorise a plane to taxi to the Cat I holding point at the Y and Z intersections.</p>
Investigation report concerning the safety recommendation	<p>Final report Notification Rapport final</p>