



## Safety recommendation no. 551

<b>Date of the publication</b>	14.01.2020
<b>Number of the final report</b>	2354
<b>Safety deficit</b>	<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. On taxiway Z, when visibility is good, the protected area of the runway is bounded by the holding point in front of the CAT I runway. The RIMCAS (Runway Incursion Monitoring and Conflict Alert Sub-System) alarm was triggered when the Cessna 525 had passed the point by 12 m.</p> <p>The verbal alarm emitted via the RIMCAS "safety net" indicated the runway incursion but failed to attract the attention of the GND and ADC controllers, who were managing scheduled traffic; thus RIMCAS did not perform its safeguarding role.</p>
<b>Safety recommendation</b>	<p>The Federal Office of Civil Aviation should ensure that the RIMCAS safety net is configured in such a way that it emits an alarm that is noticed in weather conditions other than poor visibility.</p>
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt
<b>Stage of the implementation</b>	<p>Implemented. In its response dated 28 April 2020, FOCA approved this safety recommendation.</p> <p>On 30 January 2017, Skyguide modified the SAMAX and RIMCAS systems (RWY Incursion Monitoring and Collision Avoidance Subsystem) in such a way that runway incursions are detected immediately after the holding point in question (CAT I, CAT II/III) has been passed.</p>
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#">Final report</a> <a href="#">Notification</a> <a href="#">Rapport final</a></p>