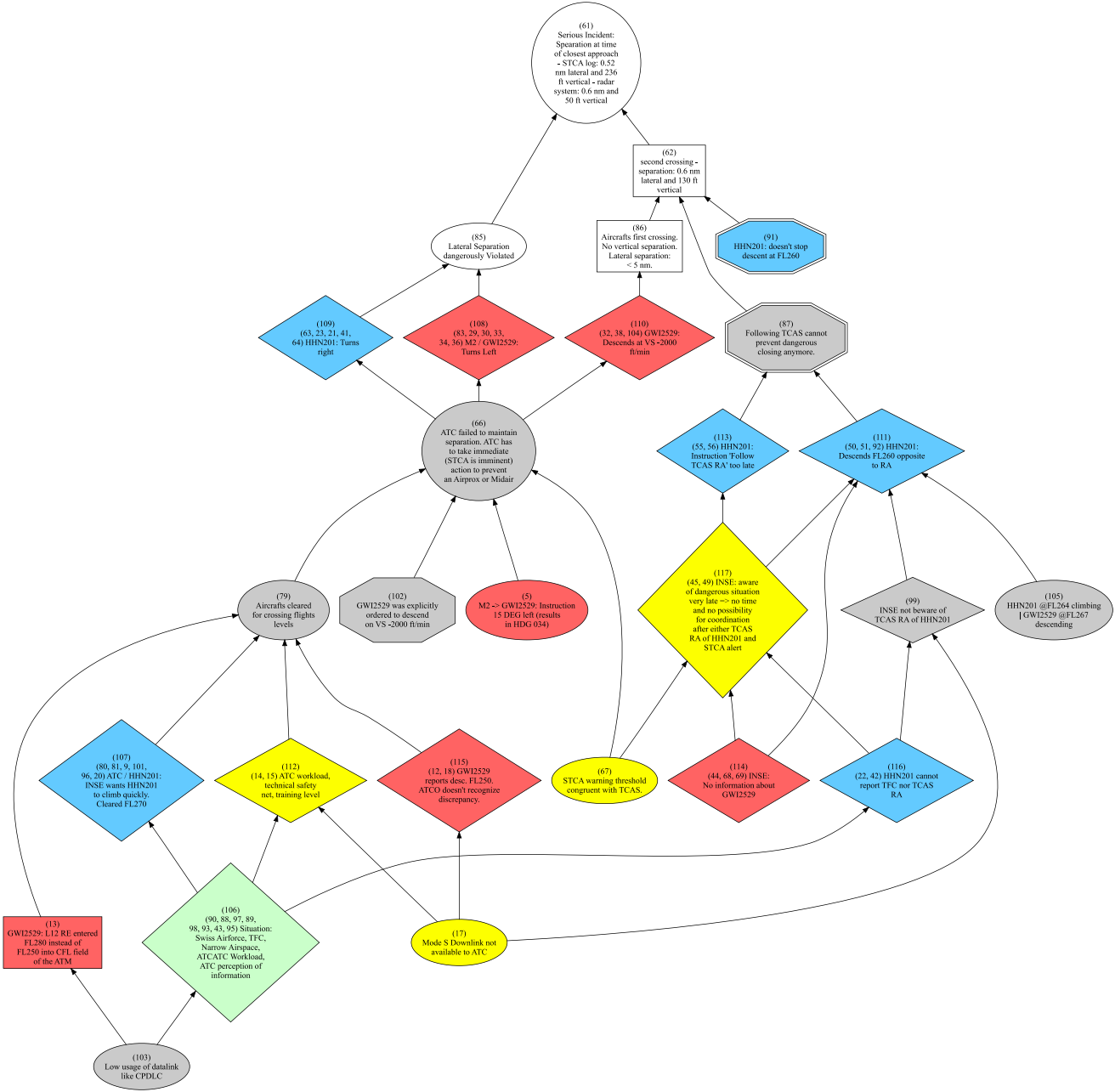
(61)
Serious Incident: Spearation at time of closest approach - STCA log: 0.52 nm lateral and 236 ft vertical - radar system: 0.6 nm and 50 ft vertical
(62)
second crossing - separation: 0.6 nm lateral and 130 ft vertical
(85)
Lateral Separation dangerously Violated
(86)
Aircrafts first crossing. No vertical separation. Lateral separation: < 5 nm.
(91)
HHN201: doesn't stop descent at FL260
(109)
(63, 23, 21, 41, 64) HHN201: Turns right
(108)
(83, 29, 30, 33, 34, 36) M2 / GWI2529: Turns Left
(110)
(32, 38, 104) GWI2529: Descends at VS -2000 ft/min
(87)
Following TCAS cannot prevent dangerous closing anymore.
(66)
ATC failed to maintain separation. ATC has to take immediate (STCA is imminent) action to prevent an Airprox or Midair
(113)
(55, 56) HHN201: Instruction 'Follow TCAS RA' too late
(111)
(50, 51, 92) HHN201: Descends FL260 opposite to RA
(79)
Aircrafts cleared for crossing flights levels
(102)
GWI2529 was explicitly ordered to descend on VS -2000 ft/min
(5)
M2 -> GWI2529: Instruction 15 DEG left (results in HDG 034)
(117)
(45, 49) INSE: aware of dangerous situation very late => no time and no possibility for coordination after either TCAS RA of HHN201 and STCA alert
(99)
INSE not beware of TCAS RA of HHN201
(105)
HHN201 @FL264 climbing | GWI2529 @FL267 descending
(107)
(80, 81, 9, 101, 96, 20) ATC / HHN201: INSE wants HHN201 to climb quickly. Cleared FL270
(112)
(14, 15) ATC workload, technical safety net, training level
(115)
(12, 18) GWI2529 reports desc. FL250. ATCO doesn't recognize discrepancy.
(67)
STCA warning threshold congruent with TCAS.
(114)
(44, 68, 69) INSE: No information about GWI2529
(116)
(22, 42) HHN201 cannot report TFC nor TCAS RA
(13)
GWI2529: L12 RE entered FL280 instead of FL250 into CFL field of the ATM
(106)
(90, 88, 97, 89, 98, 93, 43, 95) Situation: Swiss Airforce, TFC, Narrow Airspace, ATCATC Workload, ATC perception of information
(17)
Mode S Downlink not available to ATC
(103)
Low usage of datalink like CPDLC