

Final Report of the Aircraft Accident Investigation Bureau

concerning the incident (Airprox)

between SWR9045 and HB-PIC

on 22 June 2003

at Geneva Airport

FINAL REPORT

AIR TRAFFIC INCIDENT REPORT (ATIR)

AIRPROX (NEAR-MISS)

THIS REPORT HAS BEEN PREPARED FOR THE PURPOSE OF ACCIDENT/INCIDENT PREVENTION. THE LEGAL ASSESSMENT OF ACCIDENT/INCIDENT CAUSES AND CIRCUMSTANCES IS NO CONCERN OF THE INCIDENT INVESTIGATION. (ARTICLE 24 OF THE AIR NAVIGATION LAW)

The masculine form of names also applies analogously to the feminine form

PLACE/DATE/TIME

Geneva airport, 22 June 2003
18:45 UTC

AIRCRAFT

SWR9045, BAe Avro RJ1H, HB-IXP, SWISS
Geneva - Zurich

HB-PIC, Pa18, private VFR flight
Geneva – Geneva

ATC UNIT

Terminal Control, Geneva Tower, Aerodrome Control

CONTROLLER

Aerodrome Controller

AIRSPACE

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HISTORY

On Sunday 22 June, at 18:08 UTC, a type Pa18 aircraft, registration HB-PIC, took off from Geneva on grass runway 05 for a circular flight around Lake Geneva, under VFR conditions and rules.

At 18:36, returning from its circuit, it contacted Geneva Control Tower on frequency 118.7 MHz, over VFR reporting point Echo.

The aerodrome controller cleared it in the direction of point Sierra Echo. He indicated the runway in use, this being grass runway 05 for VFR flights, as well as the QNH, 1011 hPa.

The pilot of aircraft HB-PIC called back over point Sierra Echo at an altitude of 3000 ft and requested a 360 degree turn above Geneva bay. The controller cleared it to carry out this manoeuvre over point Golf Echo.

The aerodrome controller, who was handling a high volume of traffic, then cleared an aircraft type Avro RJ1H, SWR9405, a commercial flight from Geneva to Zurich, to line up on runway 05.

After making the 360 degree turn over the bay, the pilot of aircraft HB-PIC contacted the Control Tower to inform it of this. He then received clearance to fly over the concrete runway at the threshold of runway 05, in order to join the lefthand aerodrome circuit for grass runway 05.

The pilot of aircraft HB-PIC read back this clearance correctly and continued his flight, on a heading of approximately 320 degrees, crossed east of point Golf Echo and approached perpendicular to the axis of concrete runway 05.

The aerodrome controller cleared the SWR9045 aircraft for take-off.

Still on the same heading, aircraft HB-PIC approached the runway axis, at the threshold of runway 23, whilst Avro aircraft SWR9045 took off from runway 05.

No essential traffic information was provided by the aerodrome controller to the pilot of flight SWR9405 or to the pilot of aircraft HB-PIC.

After take-off, the pilot of aircraft SWR9045 rapidly detected the conflicting traffic which was going to intersect his trajectory from right-to-left, when he was at approximate altitude of 2300 ft and climbing.

The conflicting aircraft was 0.5 NM away, on a converging heading, at an altitude of approximately 3000 ft.

The controller asked the pilot of aircraft HB-PIC if he had the traffic taking off in sight when the aircraft was 0.25 NM from the intersection point. The pilot responded in the affirmative.

The controller told the pilot that he had cleared him to fly over the threshold of runway 05. The pilot acknowledged that he was flying over the threshold of runway 23 and apologised.

He crossed the trajectory of the aircraft which was taking off, at a lateral separation of 0.1 NM with an estimated altitude difference of between 200 ft and 700 ft, near the threshold of runway 23.

According to the declaration of its pilot, aircraft HB-PIC was not equipped with a transponder, so the aircraft can only appear in the form of a synthetic primary response on the aerodrome controller's radar screen, without any indication of altitude.

All times indicated in the report follow the UTC format (local time -2)

There was neither a TCAS nor an STCA alert.

An ATIR (Air Traffic Incident Report) was submitted by the ATC unit.

An Air Safety Report was submitted by the pilot of flight SWR9045.

FINDINGS

- The runway in use in Geneva was runway 05.
- The grass runway was open to VFR traffic.
- The aerodrome controller was in possession of a valid licence.
- Radio communications between the pilot of flight SWR9045 and the aerodrome controller took place in English.
- Radio communications between the pilot of flight HB-PIC and the aerodrome controller took place in French.
- 17 aircraft were controlled on frequency 118.7MHz over a period of 18 minutes, of which 8 departures, 6 arrivals and 3 VFR flights.
- At 18:35:54, first call on the TWR control frequency 118.7 MHz from the pilot of aircraft HB-PIC who reported that he was over reporting point Echo at 3000 ft.
- Only a synthetic primary radar response identified aircraft HB-PIC on the aerodrome controller's radar, without any indication of altitude.
- At 16:40:59, the aerodrome controller cleared aircraft HB-PIC in the direction of VFR point Sierra Echo, for grass runway 05. The pilot read back this message.
- From Echo (vertical Excenevex), the VFR route is as follows: Sierra Echo (vertical Port-Noir), Golf Echo (vertical Palace of the UNO). This latter compulsory reporting point precedes the ATC clearance to cross the axis of the concrete runway to join downwind grass runway 05. It is published in the VFR Switzerland Manual, under visual approach chart – OACI, LSGG VAC 20.
- At 18:33:57, first call on the TWR frequency 118.7 MHz from the pilot of aircraft SWR9045 who reported that he was ready in the departure sequence.
- At 18:42:42, the pilot of aircraft HB-PIC reported passing vertically over reporting point Sierra Echo at an altitude of 3000 ft.
- The aerodrome controller requested the pilot to call back when over point Golf Echo.
- At 18:42:50, the pilot of aircraft HB-PIC asked if he could make a 360 degree turn over the bay.
- At 18:43:03, the aerodrome controller cleared the pilot of aircraft HB-PIC to make a 360 turn over the point Golf Echo.
- At 18:43:56, the pilot of aircraft SWR9045 was cleared to line up and wait on runway 05.
- At 18:45:06, the pilot of aircraft HB-PIC reported that he had made his 360 turn.
- At 18:45:09, the aerodrome controller cleared the pilot of aircraft HB-PIC to fly over the threshold of concrete runway 05 to join the lefthand downwind of grass runway 05, as number one. The pilot read back this message.

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- At 18:45:22, the aerodrome controller cleared the pilot of aircraft SWR9045 for take-off from runway 05.
- At this time, aircraft HB-PIC passed 0.5 NM east of point Golf Echo on a north-west heading, converging on the intended trajectory of aircraft SWR9045.
- At 18:46:04, the aerodrome controller cleared the pilot of aircraft HB-VND, Citation type, to land on runway 05 and issued it with essential traffic information concerning aircraft HB-PIC which was crossing the runway axis at an altitude of 3000 ft.
- At 18:46:23, according to the radar recording, appearance of the uncorrelated radar response of aircraft SWR9045 at an altitude of 1700 ft.
- At 18:46:39, the aerodrome controller asked the pilot of aircraft HB-PIC if he had the traffic taking off in sight.
- The pilot of aircraft HB-PIC responded in the affirmative.
- At 18:46:43, the controller told the pilot that he had cleared him to fly over the threshold of runway 05.
- At 18:46:44, according to the radar record, aircraft HB-PIC crossed aircraft SWR9045 with a lateral separation of 0.1 NM.
- At 18:46:47, the pilot of aircraft HB-PIC answered that he was flying over the threshold of runway 23 and apologised.
- According to his report, the pilot of aircraft SWR9045 estimated the altitude difference between the two aircraft to be 200 ft.
- According to the radar record, the altitude of aircraft SWR9045 at the time of the crossing was 2300 ft and climbing.
- The report of the pilot of aircraft SWR9045 mentions that he did not have time to take evasive action.
- According to his statement, the pilot of aircraft HB-PIC did not understand that the aircraft was in take-off phase due to the fact that communications between the Control Tower and this aircraft were taking place in English.
- According to his statement, the aerodrome controller was not able to continuously monitor the trajectory of aircraft HB-PIC in view of the high volume of traffic. He only noticed the mistake too late.
- The pilot of aircraft SWR9045 stated on the frequency that he was going to submit a report. The SWISS company submitted an incident report (Air Safety Report).
- The aerodrome controller stated on the frequency that he was going to submit a report. The ATC unit submitted an ATIR (Air Traffic Incident Report).
- Weather: Geneva, bulletin at 18:20 UTC
Wind 060 degrees 3 knots
Visibility: 10 KM
Cloud: few at 8000 ft
Temperature: + 29° C
QNH 1011 hPa
NOSIG (no significant change).

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ANALYSIS

According to his declaration, the controller was handling a high volume of traffic.

The pilot of aircraft HB-PIC called aerodrome control over point Golf Echo at an altitude of 3000 ft as soon as the 360 turn over the bay was completed. He immediately received clearance to join the lefthand downwind of grass runway 05 with, as a special instruction, clearance to fly over the threshold of concrete runway 05. The pilot correctly read back the instructions received and yet continued his flight, on a heading of about 320 degrees, in the direction of the threshold of runway 23.

The aerodrome controller placed excessive trust in the pilot of the VFR aircraft in the application of the special instruction issued, since, obviously, the pilot of aircraft HB-PIC did not obey this instruction.

Convinced that the pilot was correctly following the instructions he had given, the aerodrome controller apparently did not check their application, nor did he observe the deviation of the aircraft from the route.

Noticing the error of the pilot of the VFR aircraft too late, he could no longer instruct evasive action.

According to the radar record, the two aircraft crossed at a minimum lateral separation of 0.1 NM and at an altitude difference estimated by the pilot of 200 ft. In fact, the pilot of SWR9045 estimated, in his report, an altitude difference of about 200 ft and, according to the radar record, the altitude of aircraft SWR9045 at the time of the intersection was 2300 ft. Since the presumed altitude of aircraft HB-PIC was 3000 ft, the altitude difference between the two aircraft would have been 700 ft maximum.

The aerodrome controller's lack of visual attention is probably due to the high volume of traffic and to the fact that the aircraft was shown only in a very summary way on his radar screen.

CAUSE

The incident is due to the error committed by the pilot of an aircraft flying according to visual flight rules, in the application of clearance given by the controller, which he read back correctly.

Factors affecting the incident

The assigning of an unpublished route by the controller.

The lack of visual vigilance by the aerodrome controller, who noticed the pilot's error too late.

Berne, 3 December 2004

Aircraft Accident Investigation Bureau

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**TRANSCRIPT OF TELEPHONY
OR RADIOTELEPHONY COMMUNICATION TAPE-RECORDINGS**

Investigation into the **incident** that occurred on **22.06.2003**

- Subject of transcript: **SWR9045 / HBPIC**

- Centre concerned: Swiss Radar Area West

- Designation of unit: Terminal Control, Geneva Tower

- Frequency / Channel: 118.7 MHz

- Date and period (UTC) covered by attached extract: 22.06.2003
18:33 - 18:51 UTC

- Date of transcript: 09 July 2003

- Name of official in charge of transcription: Ivan ROCHAT

- Certificate by official in charge of transcription:

I hereby certify:

- That the accompanying transcript of the telephony or radiotelephony communication tape-recordings, retained at the present time in the premises of the Analysis Department, has been made, examined and checked by me.
- That no changes have been made to the entries in columns 2, 3 and 4, which contain only clearly understood indications in their original form.

Geneva, 09 July 2003



Ivan ROCHAT

Abbreviations

<u>Sector</u>	<u>Designation of sector</u>
TWR	- Terminal Control, Geneva Tower

<u>Aircraft</u>	<u>Callsign</u>	<u>Type of acft</u>	<u>Flight rules</u>	<u>ADEP</u>	<u>ADES</u>
9045	- Swiss 9045	RJ1H	IFR	LSGG	- LSZH
HFE	- HBPF	P28A	VFR	LSGG	- LSGG
2360	- HB2360	DIMO	VFR	LSGG	- LSGS
33ZE	- Swiss 33ZE	SB20	IFR	LSGG	- LFSB
932	- Royal Air Maroc 932	B735	IFR	GMMX	- LSGG
HIC	- HBPIC	PA18	VFR	LSGG	- LSGG
358	- Swiss 358	A320	IFR	LSGG	- EGLL
104W	- Air France 104W	B735	IFR	LSGG	- LFPG
927	- Topswiss 927	B733	IFR	LSGG	- LFMN
5431	- Lufthansa 5431	CRJ2	IFR	LSGG	- EDDH
1937	- KLM 1937	B733	IFR	EHAM	- LSGG
970	- Tag Aviation 970	LJ31	IFR	LIRN	- LSGG
931A	- Royal Air Maroc 931A	B737	IFR	LSGG	- GMMN
HND	- HBVND	C56X	IFR	LRMD	- LSGG
HHD	- HBGHD	BE9T	IFR	LFKC	- LSGG
HDR	- HBZDR	AS65	IFR	LFPV	- LSGG
973	- Thai 973	B744	IFR	LSGG	- LSZH

OGEY / 09 July 2003

TRANSCRIPT SHEET

Occurrence: SWR9045 / HBPIC of 22.06.2003



To	From	Time	Communications	Observations
<u>Col.1</u>	<u>Col.2</u>	<u>Col.3</u>	<u>Col.4</u>	<u>Col.5</u>

Frequency: 118.7 MHz, Geneva Tower

TWR	9045	18:33:57	<i>La Tour, bonjour, the Swiss nine zero four five, holding short... for zero five, in sequence, ready.</i>
9045	TWR	18:34:03	<i>Swiss nine zero four five, bonsoir, roger.</i>
TWR	HFE	39	Hotel Fox Echo, position Novembre, trois mille trois cents pieds.
HFE	TWR	44	Hotel Foxtrot Echo, rappelez Novembre Whiskey.
TWR	HFE	48	Fox Echo rappelle Novembre Whiskey.
HFE	TWR	18:35:03	Hotel Foxtrot Echo, vous êtes clair du trafic.
TWR	HFE	09	Fox Echo..., j'ai, j'ai le trafic pas en vue.
HFE	TWR	12	Oui, vous êtes clair du trafic.
TWR	HFE	15	Compris.
2360	TWR	16	Hotel Bravo vingt-trois soixante, vous pouv, êtes clair du trafic, vous pouvez quitter la fréquence, bonne soirée.
TWR	2360	21	Hotel Bravo vingt-trois soixante, je vous remercie, bonne soirée, au revoir.
33ZE	TWR	26	Swiss three three Zulu Echo, behind departing, line up and wait runway zero five, behind.
TWR	33ZE	31	Behind departing, line up zero five and wait behind..., Swiss three three Zulu Echo.
932	TWR	36	Air Maroc nine three two, vacate first right, when clear, contact Apron, one two one decimal seven five, goodbye.
TWR	932	44	First right and with the Apron, one two one seven five, Royal Air Maroc nine three two, bye.
TWR	HIC	54	<i>Genève Tour..., Hotel Bravo Papa India Charlie, je passe Echo à trois mille pieds QNH.</i>
HIC	TWR	58	<i>Hotel India Charlie, bonsoir, rappelez Sierra Echo, piste zéro cinq gazon, QNH mille onze.</i>

Signature of person
in charge of transcription :

TRANSCRIPT SHEET

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To <u>Col.1</u>	From <u>Col.2</u>	Time <u>Col.3</u>	Communications <u>Col.4</u>	Observations <u>Col.5</u>
TWR	HIC	18:36:04	India Charlie, je rappelle Sierra Echo, zéro cinq gazon, mille onze.	
358	TWR	11	Swiss three five eight, cleared take-off zero five, wind zero three zero degrees, five knots.	
TWR	358	16	Cleared take-off runway zero five, Swiss three five eight.	
33ZE	TWR	18:37:22	Swiss three three Zulu Echo, cleared take-off zero five, wind zero three zero degrees, five knots.	
TWR	33ZE	27	Cleared take-off zero five, the Swiss three three Zulu Echo.	
104W	TWR	35	Air France cent quatre Whiskey, alignez-vous zéro cinq.	
TWR	104W	38	Air France cent quatre Whiskey s'aligne zéro cinq.	
358	TWR	42	Swiss three five eight, Departure, one two one decimal three, au revoir.	
TWR	358	46	One two one decimal three, bonne soirée à vous, Swiss three five eight.	
HFE	TWR	49	Hotel Foxtrot Echo, rappelez fin vent arrière main gauche, piste zéro cinq gazon, numéro un.	
TWR	HFE	55	Hotel Fox Echo rappelle fin vent arrière main gauche ... gazon zéro cinq.	
33ZE	TWR	18:38:16	Swiss three three Zulu Echo, contact Departure, one two one decimal three, bye-bye.	
TWR	33ZE	20	One two one three, goodbye, Swiss three three Zulu Echo.	
104W	TWR	46	Air France cent quatre Whiskey, a, autorisé décollage piste zéro cinq et... après le départ, prenez à gauche le cap dix pour une montée radar, le vent est calme.	Change of controller
TWR	104W	55	Autorisé au décollage..., à gauche cap dix après décollage... pour une montée radar, Air France cent quatre Whiskey.	
927	TWR	18:39:06	Topswiss nine two seven, behind departing Air France, line up and wait runway zero five.	
TWR	927	10	Lining up and waiting behind the Air France, Topswiss...	

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Occurrence: SWR9045 / HBPIC of 22.06.2003



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
			niner two seven.	
927	TWR	18:39:54	Topswiss nine two seven, runway zero five, cleared for take-off, wind is calm.	
TWR	927	59	Cleared for take-off zero five, Topswiss nine two seven.	
TWR	HFE	18:40:08	Hotel Fox Echo, fin vent arrière zéro cinq gazon.	
HFE	TWR	12	Fox Echo, rappelez final gazon zéro cinq.	
TWR	HFE	15	Fox Echo rappelle final gazon zéro cinq.	
104W	TWR	17	Air France cent quatre Whiskey, appelez le Radar Départ, cent vingt et un trois, bonsoir.	
TWR	104W	20	Cent vingt et un trois le Départ, Air France cent quatre Whiskey, au revoir, bonne soirée, merci.	
104W	TWR	24	Merci.	
5431	TWR	30	Lufthansa five four three one, do you accept departure one minute behind preceeding?	
TWR	5431	36	Affirm, Lufthansa five four three one.	
5431	TWR	38	Five four three one, line up and wait, thank you.	
TWR	5431	41	Lufthansa five four three one, line up and wait.	
TWR	1937	53	Geneva, good evening, KLM one niner three seven on the ILS zero five.	
1937	TWR	57	KLM one nine three seven, good evening, reduce to approach speed, continue approach, wind is calm.	
TWR	1937	18:41:02	We have final approach speed and continue, KLM one niner three seven.	
HFE	TWR	06	Fox Echo, piste zéro cinq gazon, autorisé atterissage, le vent est calme.	
TWR	HFE	11	Fox Echo, autorisé à l'atterissage g, gazon zéro cinq.	
927	TWR	19	Topswiss nine two seven, contact one two one three, bonsoir.	No reply
5431	TWR	27	Lufthansa five four three one, cleared immediate take-off runway zero five, wind is calm.	

Signature of person in charge of transcription :

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Occurrence: SWR9045 / HBPIC of 22.06.2003



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
TWR	5431	18:41:30	Lufthansa five four three one, cleared take-off zero five, rolling.	
5431	TWR	35	Thank you.	
927	TWR	36	Break, Topswiss nine two seven, Geneva?	
TWR	927	38	Yeah, we're still with you.	
927	TWR	39	One two one three, bonsoir Monsieur.	
TWR	927	41	Au revoir.	
TWR	970	49	Geneva Tower, hello, Tag Aviation nine seven zero, visual zero five, speed one eighty, reducing.	
970	TWR	55	Nine seven zero, bonsoir to you, reduce to minimum, thank you.	
TWR	970	59	Reducing to minimum, nine seven zero.	
1937	TWR	18:42:04	KLM one nine three seven, wind is calm, runway zero five, cleared to land.	
TWR	1937	08	Cleared to land, KLM one nine three seven.	
5431	TWR	23	Lufthansa five four three one, contact Departures, one two one three, bonsoir Monsieur.	
TWR	5431	27	One two one three, Lufthansa five four three one, bonsoir.	
TWR	HIC	42	India Charlie, je... j'arrive à Sierra Echo à trois mille pieds QNH.	
HIC	TWR	47	Hotel India Charlie, compris, rappelez Golf Echo.	First controller again
TWR	HIC	50	India Charlie, est-ce qu'il serait possible de faire un... trois cent soixante sur la rade?	
HIC	TWR	56	Vous voulez dire un trois cent soixante... sur Golf Echo ou sur Sierra Echo?	
TWR	HIC	18:43:01	Sur Golf Echo.	
HIC	TWR	03	Compris, trois cent soixante sur Golf Echo est approuvé, vous me rappelez une fois terminé.	

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To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
TWR	HIC	18:43:07	Merci, India Charlie.	
1937	TWR	09	KLM one nine three seven, first right please.	
TWR	1937	11	Yeah, we are going out right, KLM one nine three seven.	
1937	TWR	14	Thank you, one two one seven five for taxi, bye-bye.	
TWR	1937	17	One two one seven five, KLM one nine three seven, bye.	
970	TWR	20	Tag Aviation nine seven zero, traffic is vacating, wind zero one zero degrees, four knots, cleared to land zero five.	
TWR	970	27	Cleared to land zero five, Tag nine seven zero.	
HFE	TWR	29	Hotel Fox Echo, le sol, cent vingt et un décimal soixante-sept, bonne soirée.	
TWR	HFE	33	Fox Echo, cent vingt et un soixante-sept, bonne soirée.	
9045	TWR	56	<i>Swiss nine zero four five, line up and wait runway zero five.</i>	
TWR	9045	18:44:00	<i>Niner zero four five, lining up zero five.</i>	
TWR	931A	04	Geneva, Maroc nine three one Alfa, bonjour, holding point zero five.	
931A	TWR	09	Air Maroc nine three one Alfa, good evening, call you back.	
TWR	931A	12	Nine three one Alfa.	
970	TWR	36	Tag Aviation nine seven zero, thank you and Apron, one two one decimal seven five, bye-bye.	
TWR	970	42	Apron, two one seven five, au revoir, Tag nine seven zero.	
TWR	970	46	Merci à vous aussi.	
TWR	HND	52	Tour, bonsoir de Hotel Novembre Delta, établi XXXXX, vitesse cent quatre-vingts nœuds.	Could be "heu... sur les axes"
HND	TWR	58	Bonsoir Hotel Novembre Delta, rappelez deux nautiques.	
TWR	HND	18:45:00	Rappelle deux nautiques, Novembre Delta.	
TWR	HIC	06	India Charlie, trois cent soixante effectué.	Unreadable

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To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
HIC	TWR	18:45:09	Compris, India Charlie, survolez... le seuil de piste zéro cinq béton pour rejoindre vent arrière main gauche zéro cinq gazon comme numéro un.	
TWR	HIC	17	India Charlie, je passe au seuil zéro cinq ... béton pour rejoindre la vent arrière zéro cinq gazon.	
9045	TWR	22	<i>Swiss nine zero four five, cleared take-off zero five, wind calm.</i>	
TWR	9045	26	<i>Cleared take-off zero five, Swiss nine zero four five.</i>	
HND	TWR	18:46:04	Hotel Novembre Delta, pour information, un trafic... léger qui survole la piste à trois mille pieds de droite à gauche, autorisé atterrinq, atterrissage zéro cinq, vent zéro vingt degrés, quatre nœuds.	
TWR	HND	14	Autorisé atterrissage zéro cinq, Hotel Novembre Delta et on... look out.	
HIC	TWR	36	Hotel India Charlie?	
TWR	HIC	38	India Charlie, oui?	
HIC	TWR	39	Vous avez le trafic au décollage en vue?	
TWR	HIC	41	Affirmatif, India Charlie.	
HIC	TWR	43	Je vous avais demandé de survoller le seuil zéro cinq.	
TWR	HIC	47	Ah, excusez-moi, je suis au seuil zéro, vingt-trois.	
HIC	TWR	50	Ouais, c'est plutôt embêtant pour mes décollages.	
TWR	HIC	53	Mes excuses.	
TWR	9045	54	<i>Ouais, alors ça, ça c'était... pas très loin..., c'était... trois cents mètres en dessus... nous..., alors... on a eu... même l'a, ammatrri, immatriculation.</i>	
9045	TWR	18:47:05	<i>Yeah, nine zero four five, heu... je suis désolé, le trafic était censé survoler à... l'autre seuil de piste.</i>	
TWR	9045	11	<i>Ouais.</i>	
9045	TWR	13	<i>Heu..., vous voulez faire un rapport?</i>	
TWR	9045	15	<i>Attendez.</i>	

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To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
TWR	9045	18:47:19	<i>Oui, on va... écrire un rapport parce que ça c'était vraiment trop proche, on a... heureusement pas eu un TCAS parce qu'il a pas mis le transpondeur en marche, mais...c'était vraiment dangereux.</i>	
9045	TWR	28	<i>D'accord, heu... je vais faire un rapport aussi et le départ cent vingt et un décimal trois, au revoir.</i>	
TWR	9045	33	<i>Oui..., pouvez-vous me donner la... immatriculation?</i>	
9045	TWR	35	<i>Oui, Hotel Bravo Papa India Charlie.</i>	
TWR	9045	39	<i>Hotel Bravo PIC..., merci beaucoup, cent vingt et un trois, au revoir.</i>	
HND	TWR	43	Novembre Delta, autorisé atterrissage zéro cinq, zéro quarante degrés, quatre nœuds.	
TWR	HND	46	Autorisé atterrissage zéro cinq, Novembre Delta.	
TWR	HHD	54	Genève Tour, Hotel Bravo Golf Hotel Delta..., établi ILS zéro cinq à... cent cinquante-cinq noeuds.	
HHD	TWR	18:48:00	Hotel Hotel Delta, bonsoir, continuez approche.	
TWR	HIC	07	India Charlie en vent arrière... zéro cinq gazon.	
HIC	TWR	09	India Charlie, rappelez final zéro cinq gazon.	
TWR	HIC	12	India Charlie, je rappelle final zéro cinq gazon.	
TWR	931A	29	????? can we expe, expe, expect to take-off, Air Maroc nine three one Alfa?	Unreadable
931A	TWR	33	Behind... next landing which is about three miles.	
TWR	931A	37	XXXXX.	Microphone noise meaning understood
TWR	HDR	52	La Tour ici Hotel Bravo Zulu Delta Romeo, bonsoir, établi ILS zéro cinq, douze nautiques final.	
HDR	TWR	58	Hotel Delta Romeo bonsoir, rappelez deux nautiques final.	
TWR	HDR	18:49:01	Je rappelle deux nautiques final, Hotel Delta Romeo.	

Signature of person in charge of transcription :

TRANSCRIPT SHEET

Occurrence: SWR9045 / HBPIC of 22.06.2003



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
HND	TWR	18:49:04	Hotel Novembre Delta, contactez le trafic, cent vingt et un décimal sept cinq, au revoir.	
TWR	HND	09	Cent vingt et un sept cinq, au revoir, bonne soirée, Novembre Delta.	
HHD	TWR	12	Hotel Hotel Delta, autorisé atterrissage zéro cinq, vent zéro quarante degrés, cinq nœuds.	
TWR	HHD	16	Autorisé zéro cinq, Hotel Hotel Delta.	
931A	TWR	27	Air Maroc nine three one Alfa, traffic on short final, behind line up and wait runway zero five behind.	
TWR	931A	32	Behind traffic on short final, line up behind and wait, Air Maroc nine three one Alfa.	
TWR	HIC	18:50:18	India Charlie, en final zéro cinq gazon.	
HIC	TWR	21	Hotel India Charlie, autorisé atterrissage zéro cinq gazon, vent zéro cinquante degrés, quatre nœuds.	
TWR	HIC	25	India Charlie, autorisé à l'atterrissage zéro cinq gazon.	
HHD	TWR	44	Hotel Hotel Delta, première à gauche par Zulu.	
TWR	HHD	46	Hotel Hotel Delta, par Zulu.	
HHD	TWR	52	Hotel Hotel Delta, pour info, un... trafic en courte final gazon et le sol, cent vingt et un décimal soixante-sept, bonne soirée.	
TWR	HHD	59	Cent vingt et un cinquante-sept, merci pour l'info.	
HHD	TWR	18:51:01	Soixante-sept.	
931A	TWR	08	Air Maroc nine three one Alfa, cleared take-off zero five, wind zero four zero degrees, four knots.	
TWR	931A	13	Cleared XXXXX zero five, Maroc nine three one Alfa.	Probably "take-off"
TWR	973	19	Geneva Tower, Thai niner seven three, good evening, approaching holding point zero five.	
973	TWR	24	Thai nilem, nine seven three, good evening, roger.	
TWR	HDR	35	Hotel Delta Romeo, quatre nautiques final.	

Signature of person
in charge of transcription :

TRANSCRIPT SHEET

Occurrence: SWR9045 / HBPIC of 22.06.2003



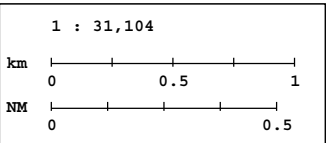
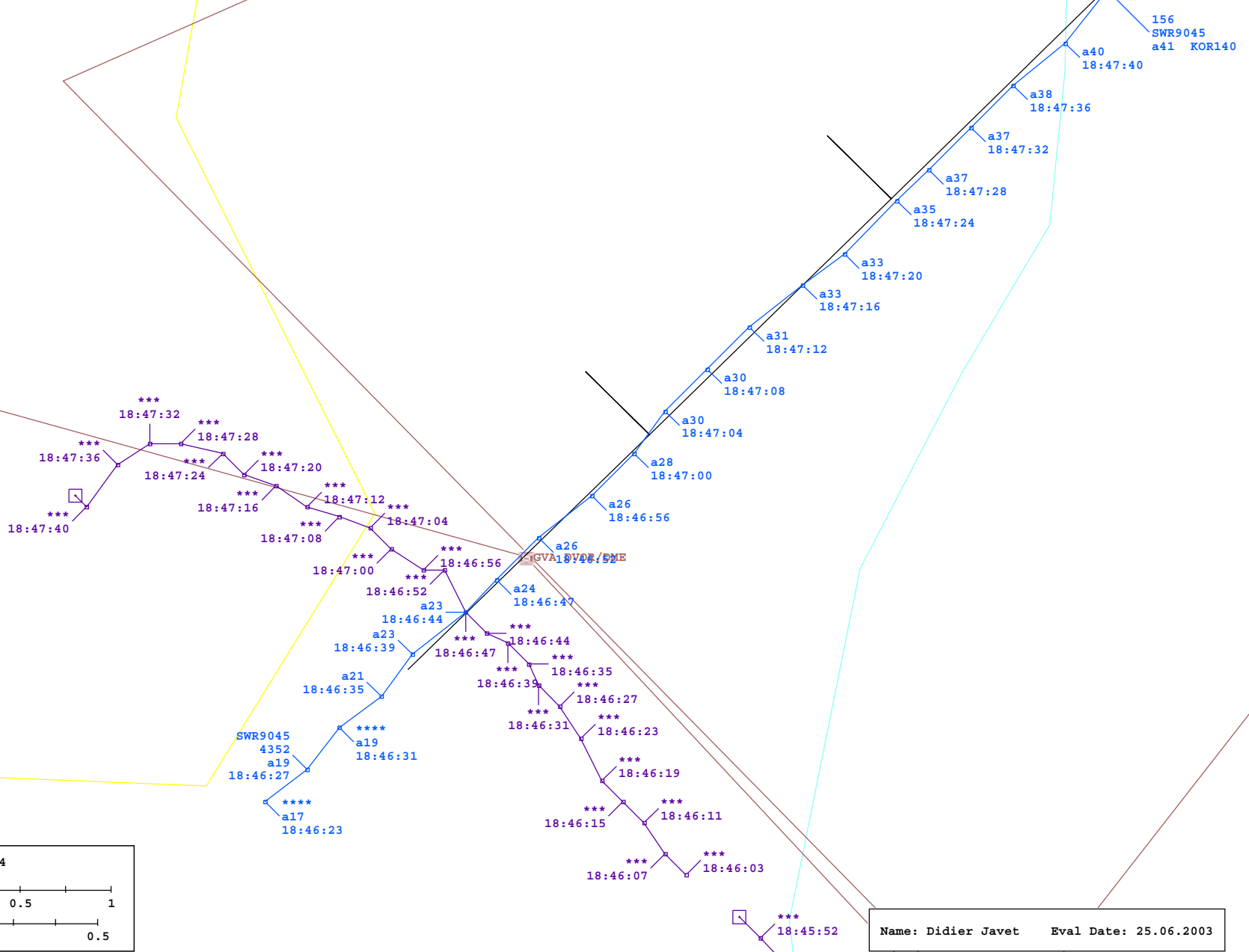
<u>To</u> <u>Col.1</u>	<u>From</u> <u>Col.2</u>	<u>Time</u> <u>Col.3</u>	<u>Communications</u> <u>Col.4</u>	<u>Observations</u> <u>Col.5</u>
HDR	TWR	18:51:37	Hotel Delta Romeo, continuez l'approche.	
TWR	HDR	39	Compris.	
HIC	TWR	47	Hotel India Charlie, le sol cent vingt et un décimal soixante-sept, au revoir.	
TWR	HIC	50	India Charlie, je rappelle le sol, cent vingt et un décimal soixante-sept, au revoir.	

Signature of person
in charge of transcription :

A handwritten signature in blue ink, appearing to be 'R. L. L.', is written over a horizontal line.

Src
APP
APN

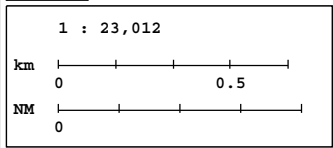
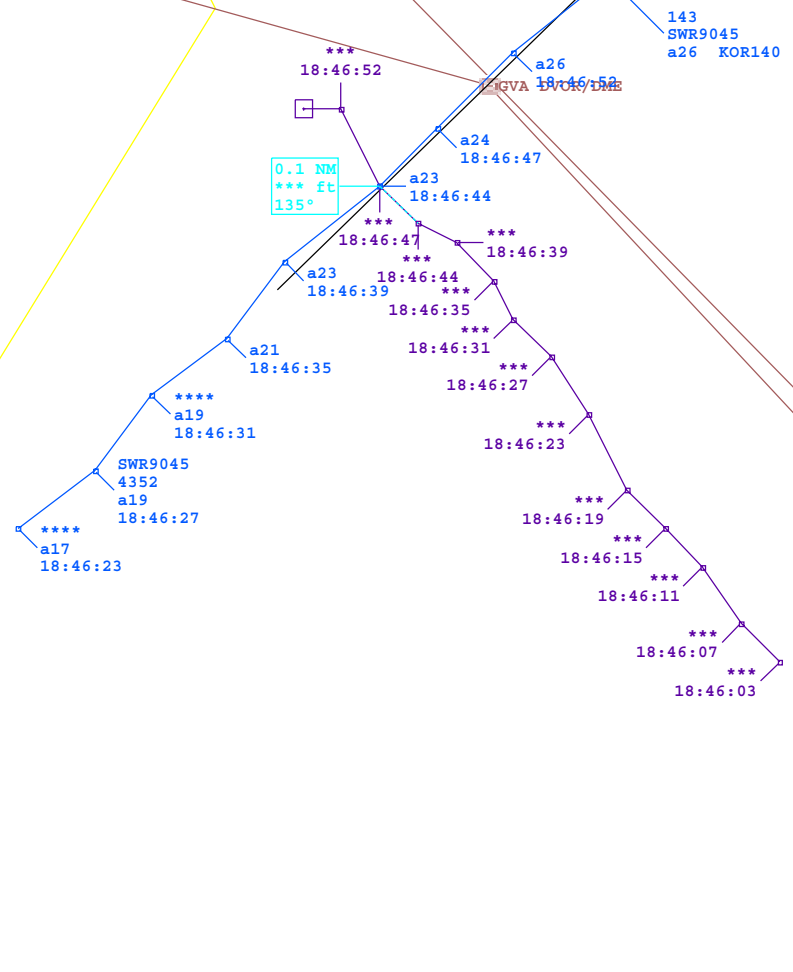
Analysis: Airprox SWR9045 / HBPIC Time [UTC]: 22.06.2003 18:47:46



Name: Didier Javet Eval Date: 25.06.2003

Src
APP
APN

Analysis: Airprox SWR9045 / HBPIC Time [UTC]: 22.06.2003 18:46:59



Name: Didier Javet Eval Date: 25.06.2003

Src
APP
APN

Analysis: Incident HBPIC Time [UTC]: 22.06.2003 18:47:53

