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Aircraft accident investigation bureau

# **Final Report No. 1897 of the Aircraft Accident Investigation Bureau**

**concerning the incident (Airprox)**

between BVR101 and F-GSIX

on 25 May 2004

South-West of Geneva TMA

# FINAL REPORT

## AIR TRAFFIC INCIDENT REPORT (ATIR)

### AIRPROX (NEAR MISS)

This report has been prepared solely for the purpose of accident/incident prevention. The legal assessment of accident/incident causes and circumstances is no concern of the incident investigation (Art. 24 of the Air Navigation Law). The masculine form is used in this report regardless of gender for reasons of data protection.

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PLACE/DATE/TIME	South-west of Geneva TMA, Salève, 25 May 2004, 09:00 UTC
AIRCRAFT	BVR 101, CL604, D-ASTS, ACM Air Charter Stuttgart - Geneva F-GSIX, PA-32, private VFR flight, Cannes - Geneva

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ATC UNIT	Terminal Control Geneva: Intermediate Approach (INT)
CONTROLLERS	ARR FIN COOR Coach Trainee COOR FIC DELTA

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AIRSPACE	C
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## EXPLANATORY NOTE

### **Functioning of the APPROACH service at Geneva airport for VFR flights (ref. ATM-GE/APP Chap. 7)**

There is no control position or operator specifically assigned to control VFR flights in the TMA.

VFR traffic in TMA class C airspace is handled by an IFR APPROACH sector (ARR / DEP / FIN).

When a pilot wishes to enter TMA class C airspace, he first contacts Geneva INFORMATION which coordinates with the APPROACH controller (APC).

Geneva INFORMATION ensures coordination with the air traffic control units involved for VFR flights wishing to enter class C airspace.

Geneva INFORMATION coordinates with the APPROACH sector concerned, which accepts or rejects the traffic depending on the current and foreseeable volume of traffic.

If the flight can be accepted, it is handed over to a different frequency to receive its clearance. If the flight cannot be accepted immediately, the pilot is informed of the time at which he can expect clearance for class C airspace.

A flight which is already in TMA class C airspace at the time of the first call is handled by an APPROACH sector controller; if the first call takes place on the Geneva INFORMATION frequency, the APPROACH coordinator controller is informed immediately.

### **Functioning of the APPROACH service at Chambéry (ref. ATM-GE/APP Chap. 5 and LoA dated 18 March 2004)**

According to the Chambéry APP – Geneva TCG Letter of Agreement: "When the volume of traffic allows, Chambéry carries out telephone coordination with Geneva APPROACH before a known VFR enters the Geneva TMA sectors classified as class C airspace, i.e. above 5500 ft QNH."

"If coordination is not possible, the aircraft is sent to Geneva INFORMATION (126.350 MHz) in time for it to request clearance to enter class C airspace. "

The Chambéry-APP – Geneva TCG Letter of Agreement stipulates that Chambéry APPROACH assigns a transponder code from the range 7760 – 7765, assigned to VFR in transit, to VFR traffic flying in the Chambéry – Geneva direction.

### **Functioning of the Geneva Flight Information Center (FIC) - (ref. ATM-GE/FIS Chap. 1)**

The FIC operator uses radar exclusively as a source of information in the event of absence of a position report issued by a pilot (radar watching) and to provide accurate traffic information.

The FIC operator is in no case authorised to use radar to operate radar vectoring, to provide radar monitoring or to separate aircraft (radar separation).

The FIC operator coordinates entries into class "C" airspace of aircraft requesting entry with the sectors concerned.

## HISTORY OF THE INCIDENT

On Tuesday 25 May 2004, aircraft registration F-GSIX, type PA32, a private visual flight rules (VFR) flight, took off from the aerodrome of Cannes-Mandelieu (LFMD), destination Geneva.

The final section of the route followed by the aircraft passed by La Tour-du-Pin, Chambéry and Passeiry. According to the pilot's statements, the weather conditions in the regions flown over were excellent.

At 08:43:54, the pilot of aircraft F-GSIX called on 123.7 MHz, the Chambéry APPROACH frequency. He was about 5 NM north-east of the DVOR/DME La Tour-du-Pin (LTP) at flight level FL 85 heading north-north-east. Chambéry APPROACH assigned him transponder code A7762.

At 08:51:44, the pilot of aircraft BVR 101, Challenger type, on a commercial flight from Stuttgart to Geneva, called FINAL control. He was on arrival route STAR NEMOS 4 NOVEMBER TRANSITION, approaching point GG502.

The pilot of F-GSIX received the latest Geneva ATIS information and, some ten minutes after his initial call, received Chambéry's instruction at 08:53:43 to leave his control frequency, to enter transponder code A7000 and to call Geneva INFORMATION.

When the pilot received this instruction, the aircraft was about 1 NM south-east of the Chambéry VOR/DME (CBY) heading north-east, at flight level FL 85, and was rapidly approaching the geographical boundary between the Chambéry and Geneva TMAs.

According to the radar plots, at 08:54:07 the pilot entered code A7000 and called Geneva INFORMATION at 08:54:18, when he was still inside the Chambéry TMA in class E airspace. He reported that he was flying from Chambéry towards Passeiry at flight level FL 85 destination Geneva and that he was about to start his descent.

At 08:54:29 h, the Chambéry APPROACH controller telephoned the Geneva INFORMATION operator to inform him that he had sent the VFR traffic, F-GSIX, to his frequency. The Geneva INFORMATION operator replied that the pilot of aircraft F-GSIX had called. Aircraft F-GSIX was then 1.2 NM south-west of the lateral limit of the Geneva TMA.

At 08:54:42, Geneva INFORMATION told the pilot of aircraft F-GSIX to avoid Geneva TMA class C airspace and that he should therefore commence his descent in order to comply with the 5500 ft maximum altitude of TMA 2. The pilot acknowledged, stating that he was starting his descent to 5000 ft immediately.

At 08:55:02, Geneva INFORMATION confirmed the message and assigned him transponder code A4506.

At 08:55:08, i.e. one minute and 25 seconds after being handed over to the frequency and 50 seconds after establishing radio contact with Geneva INFORMATION, aircraft F-GSIX entered Geneva TMA class C airspace, at flight level FL 83, without receiving clearance.

At 08:55:23, radar correlation, followed by the display of the aircraft on the screens, was established, indicating flight level FL 81. The position of aircraft F-GSIX at this time was close to the lateral limit between Chambéry TMA class E airspace and Geneva TMA class C airspace.

At this moment, about 3 NM away in the opposite direction and 1000 ft higher, flight BVR 101 was at the end of the righthand downwind for runway 05, in order to make an ILS approach under visual meteorological conditions (VMC). Its trajectory was opposed to that of aircraft F-GSIX and the aircraft was descending towards the cleared altitude of 7000 ft at a speed of 200 kt.

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

At 08:55:31, the radar's Short Term Conflict Alert (STCA) was triggered.

At 08:55:35, the FINAL radar controller gave the pilot of aircraft BVR 101 traffic information about an unknown VFR located 2.5 NM in front of him at flight level FL 81 and asked him to increase his rate of turn.

At 08:55:18, the FINAL controller cleared the pilot of aircraft BVR 101 to turn right heading 330 degrees for the base leg. The aircraft was over point GG502.

As soon as the pilot of aircraft F-GSIX entered the transponder code assigned by Geneva INFORMATION, the radar controller at the ARRIVAL position perceived the risk of collision and immediately issued essential traffic information to the pilot of BVR 101, then instructed him to increase his rate of turn in order to distance himself more rapidly from the conflicting traffic.

Geneva INFORMATION informed the pilot of aircraft F-GSIX that he was in conflict with an arriving IFR aircraft and asked him to descend immediately. The pilot replied that he was in a rapid descent and proposed making a 360 degrees turn. He informed Geneva INFORMATION that he had visual contact with a Challenger aircraft turning in front of him.

The pilot of aircraft BVR 101 informed the Arrival radar controller that he did not have visual contact with the conflicting traffic, indicating that he had received a resolution advisory (RA) from the Traffic Collision Avoidance System (TCAS).

The minimum distance recorded between the two aircraft, on aligned trajectories in opposite directions, was a lateral separation of 1.9 NM and an altitude difference of 400 ft.

After making a 360 degrees right turn, the pilot of aircraft F-GSIX ended his turn on a northerly heading when he was passing 6000 ft in descent. He entered TMA 1 class C airspace, still without clearance and, following a comment from Geneva INFORMATION, requested an out-bound heading.

Throughout this flight phase, the aircraft was in potential conflict with an arrival from the north, flight PH-JFS. In order to clear the aircraft from the area, Geneva INFORMATION gave it an EAST heading and an altitude of 3500 ft.

When the pilot was flying east, he received an instruction to fly to entry point VFR SIERRA WHISKEY. He did not fly over this point because he was disoriented.

Geneva INFORMATION warned the coordinator by telephone and asked him to vector aircraft F-GSIX by radar. The latter refused because of the volume of traffic, but did accept the proposal to hand it over to the DELTA control frequency.

The DELTA controller issued radar vectoring instructions which put the aircraft back on a correct arrival route and handed it over to the Control Tower frequency as soon as the pilot stated that he had visual contact with the runway.

The Control Tower cleared aircraft F-GSIX to follow arrival route VFR SIERRA ECHO – GOLF ECHO.

When the pilot called back over point GOLF ECHO, the aerodrome controller asked him to hold over this point. In fact, he was relatively far away from this reporting point and made a right turn to fly closer to the point following a remark from the aerodrome controller.

During this manoeuvre, aircraft F-GSIX came into potential conflict with a type DH8C aircraft on scheduled flight Baboo 003 which had just taken off from runway 05, on a standard IFR departure route.

The aerodrome controller then suggested to the pilot that he should follow the aircraft preceding him. The pilot of aircraft F-GSIX complied with the proposal and landed on grass runway 05, behind this aircraft, at 09:21.

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

## Analysis

Chambéry APPROACH did not carry out telephone coordination either with Geneva APPROACH or with Geneva INFORMATION. The aircraft was not handed over in sufficient time to allow the pilot to request clearance to enter class C airspace.

Telephone coordination for mandatory separation in class C controlled airspace between a known VFR aircraft and an IFR aircraft between the adjacent centres should not depend on the volume of traffic, as is provided for in the LoA.

As prescribed for VFR flights in transit to Geneva, the Chambéry APPROACH controller assigned a transponder code, A7762. He subsequently asked the pilot of aircraft F-GSIX to enter transponder code A7000 and to call Geneva. He did not give the Geneva frequency to contact and it was the pilot who asked if he should contact Geneva INFORMATION on frequency 126.35MHz. The Chambéry APPROACH controller confirmed this frequency, which is correct. However, he did not draw the pilot's attention to the fact that he should descend to an altitude of 5500 ft to avoid entering Geneva TMA class C airspace.

At this moment, the position of aircraft F-GSIX was very close the lateral limit between the class E Chambéry TMA and the class C Geneva TMA. It was evident to the Chambéry controller that the aircraft was about to enter Geneva TMA class C airspace. In addition, the latter must have been able on his radar screen to observe the progress of the IFR traffic from Geneva into the controlled airspace into which the VFR aircraft would enter.

Just before the aircraft entered class C airspace, Chambéry APPROACH telephoned Geneva INFORMATION to report that that he had sent the VFR F-GSIX to its frequency. The pilot did indeed call Geneva INFORMATION. The operator gave information to the pilot and assigned him a transponder code.

It is probable that the Chambéry APPROACH controller was tardy in becoming aware of the immediate separation problem with the traffic he had handed over to the Geneva APPROACH sector.

## Geneva APPROACH control (Terminal Control Geneva TCG)

As soon as the radar correlation of the conflicting aircraft was displayed, the FINAL (FIN) radar controller reacted by giving traffic information to the pilot of aircraft BVR 101 and asking him to increase his rate of turn.

The PRESEQUENCE (PRE) radar controller noticed the conflicting aircraft only after the correlation<sup>1</sup> followed by the display on the radar image. According to his statements, the ochre colour of the uncorrelated radar track did not attract his attention. On the other hand, the transition to the flashing green colour was striking.

According to his statements, the radar coordinator (COOR) was very busy with the volume of traffic and was carrying out numerous coordinations with the INI sectors. He was not able to accept the VFR traffic on his frequency. He noticed the conflicting aircraft only after correlation and moved physically over to the Geneva INFORMATION operator to assist him, after the incident.

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<sup>1</sup> Display of the aircraft's indicator on the radar screen.

### **Flight management aspects**

The elements presented by the recording of the radar plots leave no doubt as to the development of a near-miss situation. The aircraft involved were converging at a high rate of descent on aligned trajectories in opposite directions until the base turn of BVR 101. Separation between the aircraft at this time was 2.7 NM. The convergence ceased in the base leg environment when the distance between the 2 aircraft was of the order of a lateral separation of 1 NM and an altitude difference of 100 to 200 ft.

### **Reaction of the crew of flight BVR 101 to the TCAS alarms**

The crew of flight BVR 101 did not comply with the resolution advisory. According to the commander's evidence, this resolution should not have been complied with, given that he considered that traffic F-GSIX was under control.

This reaction reinforces the impression that the function and use of TCAS equipment have not been assimilated correctly, as a resolution advisory **must** be obeyed.

### **Simulation of the Traffic alert and Collision Avoidance System (TCAS)**

On the basis of the recording of the radar plots, a TCAS simulation demonstrated that the TCAS on aircraft BVR 101 issued a traffic advisory (TA) at 08:55:31, followed 5 seconds later by a corrective resolution advisory (RA) "ADJUST V/S", and then 9 seconds later by a corrective resolution advisory (RA) "CLIMB". This confirms the main points of the commander's statements.

The TCAS simulation constructed on the basis of the radar recordings is reliable, even if the sequence of the advisories may differ from reality by a few seconds: this is due to the fact that the operations of the TCAS algorithms, among others those which concern the distance of the intruder and its rate of distance variation, its altitude and its altitude variation rate, follow a cycle which repeats at a minimum rate of once per second, whereas the radar data have a refresh period of four seconds.

### **Aircraft F-GSIX**

Although aircraft F-GSIX did not benefit from exemplary monitoring by the ATC units, the pilot, who was flying according to visual flight rules, should have independently handled his entry into the class C controlled airspace of the Geneva TMA.

According to his statements, it was only after making contact with Geneva INFORMATION and crossing the Challenger BVR 101 that the pilot became aware of the situation. He realised that he had made a mistake and that he was "right in the middle" of the Geneva IFR trajectories.

Disoriented by the manoeuvres which he had to perform to comply with the urgent instructions from Geneva INFORMATION, he lost his visual references and, in the confusion, he had to request radar vectoring to get back onto the aerodrome circuit.

Exceptionally, the radar vectoring was provided for him by the DELTA controller, as the APPROACH sector had refused because of the volume of traffic.

**FINDINGS**

- The runway in operation in Geneva was runway 05.
- There was a high volume of traffic in the APPROACH control sectors.
- All the INT sector controllers involved were in possession of an appropriate licence.
- No call from the pilot of aircraft F-GSIX was recorded on an ATC frequency before this communication.
- At 08:55:31, the radar's Short Term Conflict Alert (STCA) was activated.
- The minimum distance recorded between the two aircraft, on aligned trajectories in opposite directions, was a lateral separation of 1.9 NM and a meteorological altitude difference of 400 ft.
- At 08:55:35, the FINAL radar controller gave the pilot of aircraft BVR 101 traffic information about an unknown VFR flight located 2.5 NM in front of him, at flight level FL 81.
- The pilot of aircraft BVR 101 replied that he was turning. The aircraft, at this time, was passing flight level FL 84 in descent.
- At 08:55:44, Geneva INFORMATION telephoned the APPROACH coordinator to inform him that the traffic, aircraft F-GSIX, located north of Chambéry, had just called him and that he had told it to descend immediately.
- At 08:55:51, Geneva INFORMATION asked the pilot of aircraft F-GSIX if he was descending.
- The pilot replied that he was descending and that he could see a Challenger aircraft making a turn in front of him.
- At this time, the distance between the two aircraft was a lateral separation of 1.1 NM and an altitude difference of 100 ft and the trajectories of the two aircraft were no longer converging.
- At 08:55:58, Geneva INFORMATION informed the pilot that he was in conflict with an IFR aircraft arriving at Geneva and asked him to descend immediately.
- The pilot replied that he was descending at 1500 ft/minute and proposed making a 360° turn.
- At 08:56:12, the FINAL radar controller instructed the pilot of aircraft BVR 101 to turn right onto a heading of 010 degrees. The headings of the two aircraft were by then divergent and the risk of collision had been averted.
- At 08:56:40, the pilot of aircraft F-GSIX began a 360 degrees right turn at an altitude of 7200 ft. He completed his turn on a northerly heading, at 6000 ft descending.
- At 08:56:59, the FINAL radar controller asked the pilot of aircraft BVR 101 if he had seen the conflicting traffic.
- At 08:57:01, the crew of BVR 101 replied to the controller that they had had a resolution advisory (described as a "resolution message"); the recording of the radar plots shows that throughout the conflict this aircraft was continuously descending.

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



- Weather: Information DELTA  
Grass runway operational for VFR traffic  
Geneva 0850 UTC  
Wind: 050 / 5 KT, variable between 360 and 120 degrees  
CAVOK  
Temperature: 15 °C  
QNH 1021 hPa  
No significant change expected

**CAUSE**

The incident is due to the intrusion of aircraft F-GSIX into class C controlled airspace.

Factors playing a part in the incident:

- The lack of coordination of the adjacent Chambéry Approach centre
- The late detection of a conflict situation by the ATC units of Geneva involved.
- Non-compliance by the pilots of BVR 101 with the corrective resolution advisories issued by their on-board collision avoidance system.
- The high volume of traffic in the Geneva APPROACH sectors.

Berne, 23 March 2006

Aircraft Accident Investigation Bureau

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# TRANSCRIPT OF TELEPHONY OR RADIOTELEPHONY COMMUNICATION TAPE-RECORDINGS

Investigation into the **incident** that occurred on **25.05.2004**

- Subject of transcript:	<b>FGSIX / BVR101</b>
- Centre concerned:	Swiss Radar Area West
- Designation of unit:	Terminal Control Geneva, sector Final, Flight Information Centre, sector Delta, sector Tower
- Frequency / Channel:	120.3 MHz, 126.35 MHz, 119.17 MHz, 118.7 MHz
- Date and period (UTC) covered by attached extract:	25.05.2004 08:51 - 09:21 UTC
- Date of transcript:	15 June 2004
- 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, 15 June 2004



Ivan ROCHAT

## Abbreviations

### Sector                      Designation of sector

FIN	-	Swiss Radar Area West, Terminal Control, Geneva Final
FIC	-	Swiss Radar Area West, Terminal Control, Geneva Information
DLT	-	Swiss Radar Area West, Terminal Control, Geneva Delta
TWR	-	Swiss Radar Area West, Terminal Control, Geneva Tower
APC	-	Swiss Radar Area West, Terminal Control, Geneva Approach Coordinator
CBY	-	Chambéry Control

<u>Aircraft</u>	-	<u>Callsign</u>	<u>Type of acft</u>	<u>Flight rules</u>	<u>ADEP</u>	-	<u>ADES</u>
<b>101</b>	-	<b>Bavarian 101</b>	<b>CL60</b>	<b>IFR</b>	<b>EDDS</b>	-	<b>LSGG</b>
532	-	Comtel-Air 532	C650	IFR	EGLF	-	LSGG
HMI	-	HBVMI	H25B	IFR	LSZH	-	LSGG
930	-	Afriqiyah 930	A320	IFR	HLLT	-	LSGG
574	-	Alitalia 574	E145	IFR	LIRF	-	LSGG
PFS	-	PHJFS	PC12	IFR	EHBD	-	LSGG
NVB	-	N700VB	TBM7	IFR	EGKG	-	LSGG
<b>FIX</b>	-	<b>FGSIX</b>	<b>PA32</b>	<b>VFR</b>	<b>LFMD</b>	-	<b>LSGG</b>
643R	-	Air France 643R	A319	IFR	LSGG	-	LFPG
326	-	Oxoe 326	C56X	IFR	EGLF	-	LSGG
HJN	-	HB-GJN	B350	IFR	LETO	-	LSGG
HJZ	-	HB-XJZ	R22 Beta	VFR		-	LSGG
HLL	-	HB-?LL		VFR		-	
003	-	Baboo 003	DH8C	IFR	LSGG	-	LSZA
3480	-	Iberia 3480	MD87	IFR	LEMD	-	LSGG
1928	-	KLM 1928	B733	IFR	LSGG	-	EHAM
128T	-	Regional 128T	SB20	IFR	LFBO	-	LSGG

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
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**Frequency: 120.3 MHz, Geneva Final**

FIN	101	08:51:44	Geneva Bonjour, Bavarian one zero one, descending flight level... one hundred.
101	FIN	49	Bavarian one zero one, good day, identified, descend flight level eight zero.
FIN	101	52	Descending eight zero on present heading.
532	FIN	08:52:03	Comtel-Air five three two, turn left heading one eight zero, positioning.
FIN	532	08	Left heading one eight zero, Comtel-Air five three two.
HMI	FIN	20	Hotel Mike India, speed one sixty knots now until four miles, contact Tower, one one eight decimal seven, bye-bye.
FIN	HMI	26	Speed one sixty to four miles and one one eight seven, au revoir.
930	FIN	47	Afriqiyah nine three zero, speed two hundred.
FIN	930	50	Speed two zero zero, Afriqiyah nine three zero.
532	FIN	08:53:11	Comtel-Air five three two, descend to six thousand feet.
FIN	532	14	Descending six thousand feet, Comtel-Air five three two.
532	FIN	23	And Comtel-Air five three two, turn left heading one five zero for base.
FIN	532	26	Left one five zero for base, Comtel-Air five three two.
930	FIN	31	Afriqiyah nine three zero, turn right heading three zero zero.
FIN	930	34	Right heading three zero zero, Afriqiyah nine three zero.
532	FIN	42	Comtel-Air five three two, continue left heading zero eight zero, cleared ILS approach zero five.
FIN	532	46	Left heading zero eight zero, cleared ILS approach zero five, Comtel-Air five three two.

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
FIN	574	08:54:07	Genève, bonjour, Alitalia five seven four..., radar heading two two seven.	
574	FIN	12	Alitalia five seven four, good day, descend flight level... niner zero.	
FIN	574	17	Descend nine zero, Alitalia five seven four.	
930	FIN	20	Afriqiyah nine three zero, turn right heading zero one zero, cleared ILS approach zero five.	
FIN	930	25	Right zero one zero, cleared ILS approach zero five, Afriqiyah nine three zero.	
FIN	PFS	30	Approach, Papa Hotel Juliett Fox Sierra.	
PFS	FIN	32	XXXXX Fox Sierra, good day, descend to seven thousand feet, QNH one zero two one.	Probably "Papa"
FIN	PFS	36	Seven thousand, one zero two one, Papa Fox Sierra.	
<b>101</b>	<b>FIN</b>	<b>39</b>	<b>Bavarian one zero one, speed two hundred knots, descend to seven thousand feet, QNH one zero two one.</b>	
<b>FIN</b>	<b>101</b>	<b>45</b>	<b>On one zero two one, descending seven thousand, speed two ten, Bavarian one zero one.</b>	
930	FIN	50	Afriqiyah nine three zero, speed one eighty, descend to six thousand feet.	
FIN	930	55	Confirm, Afriqiyah nine three zero, we descend six thousand?	
930	FIN	58	Affirm, Sir, the speed one eight zero knots.	
FIN	930	08:55:00	Down six thousand, speed one eighty, Afriqiyah nine three zero.	
532	FIN	04	Comtel-Air five three two, speed one eighty until six miles, please.	No reply
532	FIN	12	Comtel-Air five three two, speed one eight zero knots, maintain to six miles.	
FIN	532	15	Reducing one eight zero, Comtel-Air five three two.	
<b>101</b>	<b>FIN</b>	<b>18</b>	<b>Bavarian one zero one, right three three zero for base.</b>	

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
<b>FIN</b>	<b>101</b>	<b>08:55:21</b>	<b>Heading three three zero, one zero one.</b>	
574	FIN	28	Alitalia five seven four, speed two hundred.	
FIN	574	31	?????.	Unreadable
<b>101</b>	<b>FIN</b>	<b>35</b>	<b>Bavarian one zero one, ... increase your rate of turn, a traffic in your ten o'clock at two and a half miles, flight level eight one, unknown... will cross... about a half a mile behind you.</b>	
<b>FIN</b>	<b>101</b>	<b>48</b>	<b>Heu..., we are in the turn.</b>	
574	FIN	08:56:02	Alitalia five seven four, maintain flight level niner zero.	
FIN	574	06	Five seven four, maintain nine zero when reaching.	
<b>101</b>	<b>FIN</b>	<b>12</b>	<b>Bavarian one zero one, turn right heading zero one zero.</b>	
<b>FIN</b>	<b>101</b>	<b>16</b>	<b>Heading zero one zero, Bavarian one zero one.</b>	
532	FIN	22	Comtel-Air five three two, Tower, one one eight decimal seven, bye-bye.	
FIN	532	25	One one eight seven, bye-bye.	
<b>101</b>	<b>FIN</b>	<b>28</b>	<b>Bavarian one zero one..., descend to seven thousand feet, the QNH one zero two one, further descend in about... thirty seconds.</b>	
<b>FIN</b>	<b>101</b>	<b>35</b>	<b>Zero one.</b>	
930	FIN	38	Afriqiyah nine three zero, speed one six zero knots to four miles, please.	
<b>FIN</b>	<b>101</b>	<b>41</b>	<b>XXXXX was... at level eight one.</b>	Beginning of transmission cut
<b>101</b>	<b>FIN</b>	<b>44</b>	<b>Bavarian one zero one, it's traffic that had just been transferred to us by another ATC, they didn't call us about it, I will be filing a report for your information.</b>	
<b>FIN</b>	<b>101</b>	<b>50</b>	<b>Roger.</b>	
<b>101</b>	<b>FIN</b>	<b>52</b>	<b>And one zero one, descend to six thousand feet, cleared for the ILS approach runway zero five.</b>	

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
FIN	101	08:56:55	Descending six thousand, cleared ILS zero five, Bavarian one zero one.	
101	FIN	59	And did you see the traffic?	
FIN	101	08:57:01	No, but... we got a resolution message.	
101	FIN	03	Understood, thanks.	
574	FIN	10	Alitalia five seven four, turn right heading three two zero for base.	
FIN	574	13	Right three two zero, base.	
PFS	FIN	18	Papa Fox Sierra, left heading one four zero, descend to six thousand feet.	
FIN	PFS	21	Left one four zero, down to six thousand.	
574	FIN	24	Alitalia five seven four, turn right heading three zero zero for base.	
FIN	574	28	Three hundred for base, Alitalia five seven four.	
FIN	NVB	49	Genève Final, hello, November seven hundred Victor Bravo, flight level eight zero, heu... on a downwind heading of two three zero.	
NVB	FIN	56	November seven hundred Victor Bravo, good day to you..., continue on that heading, descend to seven thousand feet, QNH one zero two one.	
FIN	NVB	08:58:02	On this heading, seven thousand feet, one zero two one, Victor Bravo.	
574	FIN	14	Papa..., correction, Alitalia five seven four, descend to seven thousand feet, QNH one zero two one, speed one eighty.	No reply
574	FIN	23	Alitalia five seven four, speed one eighty, descend to seven thousand feet, QNH one zero two one.	
FIN	574	29	Seven thousand, one zero two one..., seven thousand feet ????? for reduce one eighty.	Unreadable
574	FIN	35	And five seven four, right heading zero four zero, cleared ILS approach zero five.	

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
FIN	574	08:58:38	Zero four zero, cleared ILS approach zero five, five seven four.	
PFS	FIN	42	Papa Foxtrot Sierra, turn left heading zero nine zero, cleared for the ILS approach zero five.	
FIN	PFS	46	Left zero niner zero, cleared ILS zero five, Papa Fox Sierra.	
FIN	930	59	Heu... four miles final, Afriqiyah nine three zero.	
931	FIN	08:59:02	Afriqiyah nine three zero, thank you, contact Tower, one one eight decimal seven, bye-bye.	
FIN	931	06	Bye.	
PFS	FIN	09	Papa Fox Sierra, maintain six thousand feet, I have traffic in your... two o'clock, at six miles, one thousand below.	
FIN	PFS	16	Which is on TCAS, Papa Fox Sierra to maintain six thousand.	
101	FIN	23	<b>Bavarian one zero one, speed one sixty knots, please, contact Tower, one one eight seven, bye-bye.</b>	
FIN	101	27	<b>Eighteen seven, au revoir.</b>	

**Frequency: 126.35 MHz, Geneva Information (FGSIX only)**

<b>FIC</b>	<b>FIX</b>	<b>08:54:18</b>	<b>Genève Information, bonjour du Fox Golf Sierra India X-ray.</b>
<b>FIX</b>	<b>FIC</b>	<b>24</b>	<b>Foxtrot Golf Sierra India X-ray, Genève Information, bonjour, continuez.</b>
<b>FIC</b>	<b>FIX</b>	<b>28</b>	<b>India X-ray, on, ben on a passé Chambéry, en route sur Passeiry, on a bien pris Charlie heu... à destination de vos installations, en provenance de Cannes, c'est un PA trente-deux et on est au niveau quatre-vingt-cinq, on va bientôt débiter la descente.</b>
<b>FIX</b>	<b>FIC</b>	<b>42</b>	<b>Foxtrot India X-ray, reçu, le QNH de Genève, mille vingt et un, un zéro deux un, il vous faut éviter les espaces Charlie de la TMA de Genève, donc il faut débiter la descente dès maintenant, TMA deux c'est maximum cinq mille cinq cents pieds.</b>

Signature of person  
in charge of transcription :



## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
FIC	FIX	08:54:55	<i>Reçu, donc on débute la descente immédiatement..., on descend vers... initialement vers cinq mille?</i>	
FIX	FIC	08:55:02	<i>Foxtrot India X-ray, correct, le transpondeur quatre cinq zéro six.</i>	
FIC	FIX	06	<i>Quatre cinq zéro six, India X-ray.</i>	
FIX	FIC	09	<i>Foxtrot India X-ray, indiquez votre point d'entrée et heure estimée d'arrivée à Genève.</i>	
FIC	FIX	13	<i>Je vous rappelle.</i>	
				HB?KR calling, no reply
FIC	FIX	08:55:40	<i>Fox India X-ray, on va rentrer par Sierra Whiskey.</i>	
FIX	FIC	51	<i>Foxtrot India X-ray, Genève, vous êtes en descente?</i>	
FIC	FIX	54	<i>On est en descente là ????? on a un Challenger... qui a fait un virage devant nous, ouais.</i>	Unreadable
FIX	FIC	58	<i>Oui, Foxtrot India X-ray, effectivement, vous êtes... ... en conflit avec un avion IFR à l'arrivée... de Genève, descendez immédiatement.</i>	
FIC	FIX	08:56:07	<i>On descend... quinze cents pieds minute, India X-ray, on peut faire un trois cent soixante si vous voulez.</i>	
FIC	FIX	21	<i>India X-ray, on va faire un trois cent soixante par la droite.</i>	
FIX	FIC	24	<i>Reçu.</i>	
FIX	FIC	43	<i>Foxtrot India X-ray, expédiez la descente.</i>	
FIC	FIX	46	<i>On expédie, on est à quinze cents pieds, Madame, on est en virage à droite en trois cent soixante.</i>	
FIX	FIC	51	<i>Reçu.</i>	
FIC	FIX	55	<i>On passe sept mille pieds en descente, India X-ray.</i>	
FIX	FIC	58	<i>Reçu.</i>	

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
				Sector in contact with: - HB?KR
<b>FIC</b>	<b>FIX</b>	<b>08:57:44</b>	<b>India X-ray, on arrive à six mille et fait route sur Sierra Whiskey, c'est correct?</b>	
<b>FIX</b>	<b>FIC</b>	<b>47</b>	<b>Foxtrot India X-ray, correct et poursuivez la descente jusqu'à trois mille cinq cents pieds, rappelez Sierra Whiskey.</b>	
<b>FIC</b>	<b>FIX</b>	<b>53</b>	<b>Poursuit vers trois mille cinq cents pieds, on... rappelle Sierra Whiskey, India X-ray.</b>	
<b>FIX</b>	<b>FIC</b>	<b>58</b>	<b>XXXXXX.</b>	Microphone noise
<b>FIC</b>	<b>FIX</b>	<b>08:58:00</b>	<b>Et désolé..., pour tout à l'heure.</b>	
<b>FIX</b>	<b>FIC</b>	<b>01</b>	<b>Foxtrot India X-ray, reçu, bon Chambéry aurait dû vous informer, mais... c'est également valable pour vous hein, vous devez absolument éviter les espaces Charlie de la TMA et quand vous arrivez dans notre... TMA c'est maximum cinq mille cinq cents pieds dès le VOR de Chambéry.</b>	
<b>FIC</b>	<b>FIX</b>	<b>16</b>	<b>D'accord, India X-ray, ben écoutez... les torts sont partagés, je m'excuse en tout cas.</b>	
<b>FIX</b>	<b>FIC</b>	<b>20</b>	<b>Reçu.</b>	
				Sector in contact with: - BCY5040
<b>FIX</b>	<b>FIC</b>	<b>08:59:18</b>	<b>Foxtrot India X-ray, Genève.</b>	
<b>FIC</b>	<b>FIX</b>	<b>20</b>	<b>India X-ray.</b>	
<b>FIX</b>	<b>FIC</b>	<b>22</b>	<b>Foxtrot India X-ray, descendez immédiatement à trois mille cinq cents pieds et virage à droite.</b>	
<b>FIC</b>	<b>FIX</b>	<b>29</b>	<b>Virage droite, trois mille cinq cents pieds, India X-ray.</b>	
<b>FIX</b>	<b>FIC</b>	<b>31</b>	<b>XXXXXX.</b>	Microphone noise
<b>FIX</b>	<b>FIX</b>	<b>37</b>	<b>Fox India X-ray, Genève?</b>	ATCO takes over

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## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
<i>FIC</i>	<i>FIX</i>	<i>08:59:38</i>	<i>India X-ray, cinq.</i>	
<i>FIX</i>	<i>FIC</i>	<i>40</i>	<i>Oui, c'est la deuxième fois que vous vous retrouvez en espace Charlie sans autorisation, Monsieur.</i>	
<i>FIC</i>	<i>FIX</i>	<i>44</i>	<i>Ecoutez..., je suis désolé..., donnez-moi un cap pour aller, l'éloignement s'il vous plaît.</i>	
<i>FIX</i>	<i>FIC</i>	<i>49</i>	<i>Oui, virez par la droite au cap Est et maintenez VFR, descendez vers trois mille cinq cents pieds.</i>	
<i>FIC</i>	<i>FIX</i>	<i>53</i>	<i>Droite au cap Est, on maintient VFR... jusqu'à trois mille cinq cents pieds, India X-ray.</i>	
<i>FIX</i>	<i>FIC</i>	<i>58</i>	<i>Est-ce que vous avez des cartes de la région?</i>	
<i>FIC</i>	<i>FIX</i>	<i>09:00:00</i>	<i>Affirme, India X-ray.</i>	
<i>FIX</i>	<i>FIC</i>	<i>01</i>	<i>Dans ce cas-là, c'est pas acceptable d'évoluer en espace Charlie, nous on a la piste zéro cinq à Genève, tous nos IFR et vous êtes en conflit.</i>	
<i>FIC</i>	<i>FIX</i>	<i>07</i>	<i>Ecoutez, je suis désolé, là je suis au cap... Est et il y a plus de problèmes.</i>	
<i>FIX</i>	<i>FIC</i>	<i>11</i>	<i>Ben il y'a pas de problèmes pour vous, mais pour nous il y a un problème, donc maintenez VFR trois mille cinq cents pieds au cap Est et on vous rappellera pour reprendre la navigation autonome.</i>	
<i>FIC</i>	<i>FIX</i>	<i>18</i>	<i>Reçu, India X-ray, on maintient au cap Est.</i>	
				Sector in contact with: - HBSCV
<i>FIX</i>	<i>FIC</i>	<i>09:01:00</i>	<i>Foxtrot India X-ray, Genève, vous êtes à trois mille cinq cents pieds maintenant?</i>	FIC operator
<i>FIC</i>	<i>FIX</i>	<i>04</i>	<i>Affirme.</i>	
<i>FIX</i>	<i>FIC</i>	<i>06</i>	<i>Foxtrot India X-ray, vous pouvez maintenant prendre une route sur Sierra Whiskey et rappeler une minute avant Sierra Whiskey.</i>	

Signature of person  
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## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
<b>FIC</b>	<b>FIX</b>	<b>09:01:12</b>	<b><i>On rappelle une minute avant Sierra Whiskey, India X-ray.</i></b> <hr/>	
				Sector in contact with: - BCY5040 - HB?DD - HB?LL
<b>FIC</b>	<b>FIX</b>	<b>09:02:31</b>	<b><i>India X-ray, on... arrive a Sierra Whiskey, vous confirmez?</i></b>	
<b>FIX</b>	<b>FIC</b>	<b>39</b>	<b><i>Heu... Foxtrot India X-ray..., négatif..., Sierra Whiskey se trouve plein nord par rapport à votre position à huit nautiques.</i></b>	
<b>FIC</b>	<b>FIX</b>	<b>48</b>	<b><i>India X-ray, est ce qu'on pourrait avoir un guidage pour, pour la piste, parce que là on est un peu ...</i></b>	
<b>FIX</b>	<b>FIC</b>	<b>53</b>	<b><i>Foxtrot India X-ray, moi j'ai pas le droit de donner un guidage radar et je vous rappelle.</i></b>	
<b>FIC</b>	<b>FIX</b>	<b>56</b>	<b><i>Reçu, merci.</i></b>	
<b>FIC</b>	<b>FIX</b>	<b>09:03:10</b>	<b><i>India X-ray, on est tout près de, du point Sierra, India X-ray, désolé.</i></b> <hr/>	
				Sector in contact with: - HBKEZ
<b>FIC</b>	<b>FIX</b>	<b>09:03:40</b>	<b><i>Genève de l'India X-ray?</i></b>	
<b>FIX</b>	<b>FIC</b>	<b>45</b>	<b><i>Foxtrot India X-ray, Genève.</i></b>	
<b>FIC</b>	<b>FIX</b>	<b>47</b>	<b><i>Ouais, India X-ray, on a... le terrain... d'Annemasse en vue... à droite, donc on est... tout près du... du point Sierra.</i></b>	
<b>FIX</b>	<b>FIC</b>	<b>55</b>	<b><i>Foxtrot India X-ray, reçu, Genève Delta va vous prendre pour un guidage radar, contactez-les sur cent dix-neuf décimal dix-sept.</i></b>	
<b>FIC</b>	<b>FIX</b>	<b>09:04:03</b>	<b><i>Cent dix-neuf dix-sept, merci beaucoup.</i></b>	
<b>FIX</b>	<b>FIC</b>	<b>05</b>	<b><i>XXXXX.</i></b>	Microphone noise

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
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**Frequency: 119.17 MHz, Geneva Delta (FGSIX only)**

DLT	FIX	09:04:10	Genève, bonjour du Fox Golf Sierra India X-ray.
FIX	DLT	13	Fox Golf Sierra... India X-ray, Genève Delta, bonjour, à vous.
DLT	FIX	18	X-ray pour le... guidage radar.
FIX	DLT	23	Fox... India X-ray, reçu, maintenez VFR, le QNH de Genève, mille vingt et un ... et je vous rappelle.
DLT	FIX	32	Mille vingt et un, on maintient trois mille cinq cents pieds, India X-ray, merci.
FIX	DLT	48	Fox... India X-ray..., tournez à gauche sur le cap trois vingt.
DLT	FIX	52	A gauche au trois vingt, merci.
<hr/>			
FIX	DLT	09:05:33	Fox... India X-ray, cause trafic, tournez à droite sur le cap... zéro... quarante.
DLT	FIX	41	A droite au zéro quarante, India X-ray.
DLT	FIX	09:07:57	India X-ray, on est en vue du terrain.
FIX	DLT	09:08:01	Fox... India X-ray..., reçu, heu... le terrain à vos dix heures... pour six nautiques.
DLT	FIX	10	On a visuel, India X-ray.
FIX	DLT	12	Okay..., dans ce cas, maintenez... actuellement... ce cap en VFR et contactez la Tour sur cent dix-huit sept.
DLT	FIX	20	Cent dix-huit sept, vous confirmez?
FIX	DLT	22	Oui, cent dix-huit sept.
DLT	FIX	23	Merci et bonne journée.
FIX	DLT	25	Merci.

Sector in contact  
with:  
- HBLSG

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
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**Frequency: 118.7 MHz, Geneva Tower**

<b>TWR</b>	<b>FIX</b>	<b>09:08:28</b>	<b>Genève Tour, bonjour du Fox Golf Sierra India X-ray.</b>	
<b>FIX</b>	<b>TWR</b>	<b>32</b>	<b>Fox India X-ray, bonjour, rappelez le point Sierra Echo, la zéro cinq gazon, le QNH est de mille vingt et un.</b>	
<b>TWR</b>	<b>FIX</b>	<b>39</b>	<b>On rappelle Sierra Echo et mille vingt et un pour... la zéro cinq ????? gauche, India X-ray.</b>	Unreadable
<b>FIX</b>	<b>TWR</b>	<b>46</b>	<b>Oui.</b>	
NVB	TWR	51	Victor Bravo, cleared to land zero five, zero seven zero degrees, eight knots.	
TWR	NVB	55	Cleared to land, Victor Bravo.	
643R	TWR	09:09:10	Air France six quarante-trois Romeo, avec le départ, cent vingt et un trois, au revoir.	
TWR	643R	13	Cent vingt et un trois, six quarante-trois Romeo, au revoir Monsieur.	
TWR	326	28	Tower, the Oxoe three two six, maintaining one sixty till four.	
326	TWR	33	Roger, three two six.	
TWR	HJN	09:10:19	Heu..., three miles, Hotel Juliett November.	
HJN	TWR	21	Roger, continue.	
HJZ	TWR	35	XXXXX Juliett Zulu, autorisé atterrissage, le vent du zéro quatre-vingts degrés, cinq noeuds.	Probably "Hélicoptère"
TWR	HJZ	39	Autorisé à l'atterrissage ?????, Hotel Juliett Zulu.	Unreadable
<b>TWR</b>	<b>FIX</b>	<b>43</b>	<b>India X-ray, on arrive a Sierra Echo.</b>	
<b>FIX</b>	<b>TWR</b>	<b>45</b>	<b>Oui, India X-ray, bien compris, rappelez à Golf Echo.</b>	
<b>TWR</b>	<b>FIX</b>	<b>49</b>	<b>On rappelle à Golf Echo, Sierra, In, India X-ray.</b>	
HLL	TWR	53	Hotel Lima Lima?	
TWR	HLL	55	Hotel Lima Lima, go ahead.	

Signature of person  
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# TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
HLL	TWR	09:10:57	Your position?	
TWR	HLL	59	We are five nautical miles from... Sierra Echo.	
HLL	TWR	09:11:04	Roger.	
HJN	TWR	09	Juliett November, cleared to land zero five, zero seven zero degrees, eight knots.	
TWR	HJN	12	Cleared to land zero five, Hotel Juliett November, for info we go to Jet Aviation maintenance.	
HJN	TWR	17	Roger.	
003	TWR	19	<i>Baboo zero three, behind landing... Beech coming on short, line up zero five behind.</i>	
TWR	003	12	<i>Behind the landing Beech on short final, we line up... runway zero five behind, Baboo zero zero three.</i>	
NVB	TWR	29	Victor Bravo, one two one six seven, au revoir.	
TWR	NVB	32	One two one six seven, au revoir.	
HJN	TWR	57	Juliett November, vous dégagez à gauche?	
TWR	HJN	58	Affirm.	
HJN	TWR	09:12:00	Alors à gauche et cent vingt et un soixante-sept.	
TWR	HJN	03	Cent vingt et un soixante-sept ou septante-cinq? A droite, pardon, je dégage chez Jet Aviation maintenance.	
HJN	TWR	08	Alors à droite, c'est cent vingt et un septante-cinq.	
TWR	HJN	10	Merci.	
HJN	TWR	11	XXXXX.	Microphone noise
003	TWR	19	<i>Baboo zero zero three, zero seven zero degrees, eight knots, cleared take-off zero five.</i>	
TWR	003	22	<i>Cleared take-off zero five, Baboo zero zero three.</i>	
3480	TWR	30	Iberia three four eight zero?	
TWR	3480	32	Go ahead, heu... nine miles out.	

Signature of person  
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## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



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>
3480	TWR	09:12:34	Roger, reduce to final.	
TWR	1928	40	Tower, bonjour, KLM one nine two seven, ready in sequence zero five.	
3480	TWR	43	Iberia three four eight zero, reduce to final approach speed.	
TWR	3480	46	Reducing final approach, Iberia three four eight zero.	
TWR	128T	51	Genève Tour du Regional cent vingt-huit... Tango, bonjour, établi... sur le loc à... seize nautiques, ?????.	Unreadable
128T	TWR	57	Bonjour cent vingt-huit Tango.	
TWR	128T	59	Cent soixante nœuds.	
326	TWR	09:13:00	Three two six is cleared to land zero five, zero seven zero degrees, eight knots.	
TWR	326	04	Cleared to land zero five, Oxoe three two six.	
<b>TWR</b>	<b>FIX</b>	<b>07</b>	<b>India X-ray, on arrive à Golf Echo.</b>	
<b>FIX</b>	<b>TWR</b>	<b>08</b>	<b>Oui, India X-ray, vous attendez sur Golf Echo.</b>	
<b>TWR</b>	<b>FIX</b>	<b>11</b>	<b>On attend Golf Echo, India X-ray.</b>	
HLL	TWR	13	Hotel Lima Lima, hold over Sierra Echo.	
TWR	HLL	16	Holding abeam Sierra Echo, Hotel Lima Lima.	
<b>FIX</b>	<b>TWR</b>	<b>20</b>	<b>Fox India X-ray, votre position?</b>	
<b>TWR</b>	<b>FIX</b>	<b>34</b>	<b>On est à Golf Echo et on est en virage à droite pour l'attente.</b>	
<b>FIX</b>	<b>TWR</b>	<b>38</b>	<b>Ah, vous êtes bien loin, là!</b>	
003	TWR	41	Baboo zero zero three, VFR traffic... one o'clock position, two miles, three thousand feet, you have it in sight ?	
TWR	003	49	Heu... looking, Baboo zero zero three, not in sight.	
003	TWR	52	Okay, coming clear now, contact Departure, one two one decimal three, goodbye.	

Signature of person  
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## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
TWR	003	09:13:56	????? one two one three, bonne journée, Baboo zero zero three.	Unreadable
				Continuing for FGSIX only
				Sector in contact with: - SAS614 - HB?LL
FIX	TWR	09:14:29	India X-ray, vous avez un trafic opposé, juste qui attend sur Golf Echo?	
TWR	FIX	33	Sur Golf..., on arrive à Golf Echo..., affirme India X-ray, on a pas visuel.	
FIX	TWR	37	Oui, il arrive juste devant vous, là.	
TWR	FIX	41	Ah, affirme, India X-ray, en bas, plus bas.	
FIX	TWR	45	Ouais, d'accord, alors... vous maintenez sur Golf Echo, maintenant en virage à gauche de votre position là, pour pas vous rapprocher de l'axe.	
TWR	FIX	51	Virage à gauche, on suit l'appareil.	
				Sector in contact with: - OXE326 - SAS614 - HB?LL
FIX	TWR	09:15:18	India X-ray, vous avez l'appareil qui est devant vous... en vue?	
TWR	FIX	24	XXXXXX.	Double transmission
FIX	TWR	27	India X-ray, vous avez l'appareil en vue devant vous?	
TWR	FIX	29	Affirme, India X-ray.	
FIX	TWR	30	Alors vous pouvez le suivre sur la même trajectoire.	
TWR	FIX	33	XXXXXX, on le suit sur la même trajectoire, India X-ray.	Could be "Bien"

Signature of person  
in charge of transcription :

## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



To Col.1	From Col.2	Time Col.3	Communications Col.4	Observations Col.5
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Sector in contact  
with:  
- KLM1928  
- IBE3480

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TWR	FIX	09:15:57	India X-ray, on maintient trois mille cinq ou plus bas?
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FIX	TWR	09:16:01	Trois mille cinq pour l'instant, vous survolez en suivant la même trajectoire que le trafic précédent.
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TWR	FIX	04	Trois mille cinq, on... on le suit.
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Sector in contact  
with:  
- SWR44WB  
- RAE128T  
- SAS614  
- FPG386  
- HB?LL  
- IBE3480  
- SWR44WB

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TWR	FIX	09:18:03	India X-ray, on est en vent arrière main gauche pour la zéro cinq herbe.
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FIX	TWR	06	Oui, vous continuez à suivre le trafic précédent et vous me rappelez en final, vous pouvez quitter trois mille cinq.
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TWR	FIX	11	On rappelle en final, India X-ray.
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Sector in contact  
with:  
- RAE128T  
- HB?LL  
- GDK225  
- SWR44WB  
- FPG386  
- IFA839  
- EZS985  
- SWR359  
- SAS612  
- RAE128T

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TWR	FIX	09:20:06	XXXXXX.
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Double  
transmission

FIX	TWR	09	India X-ray, poursuivez.
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TWR	FIX	11	India X-ray, on poursuit, on est en final.
-----	-----	----	--

Signature of person  
in charge of transcription :

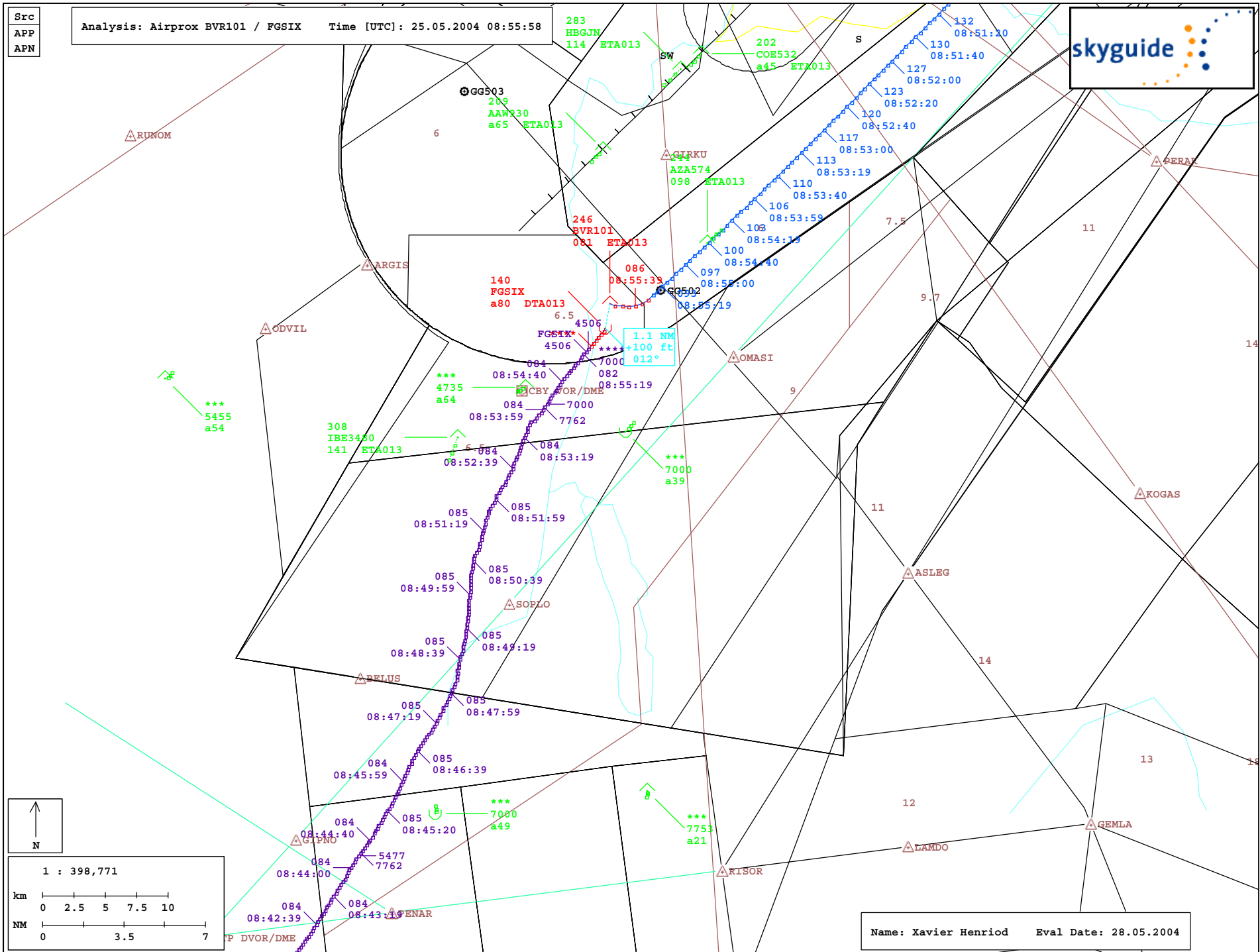
## TRANSCRIPT SHEET

Occurrence: FGSIX / BVR101 of 25.05.2004



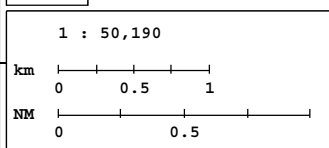
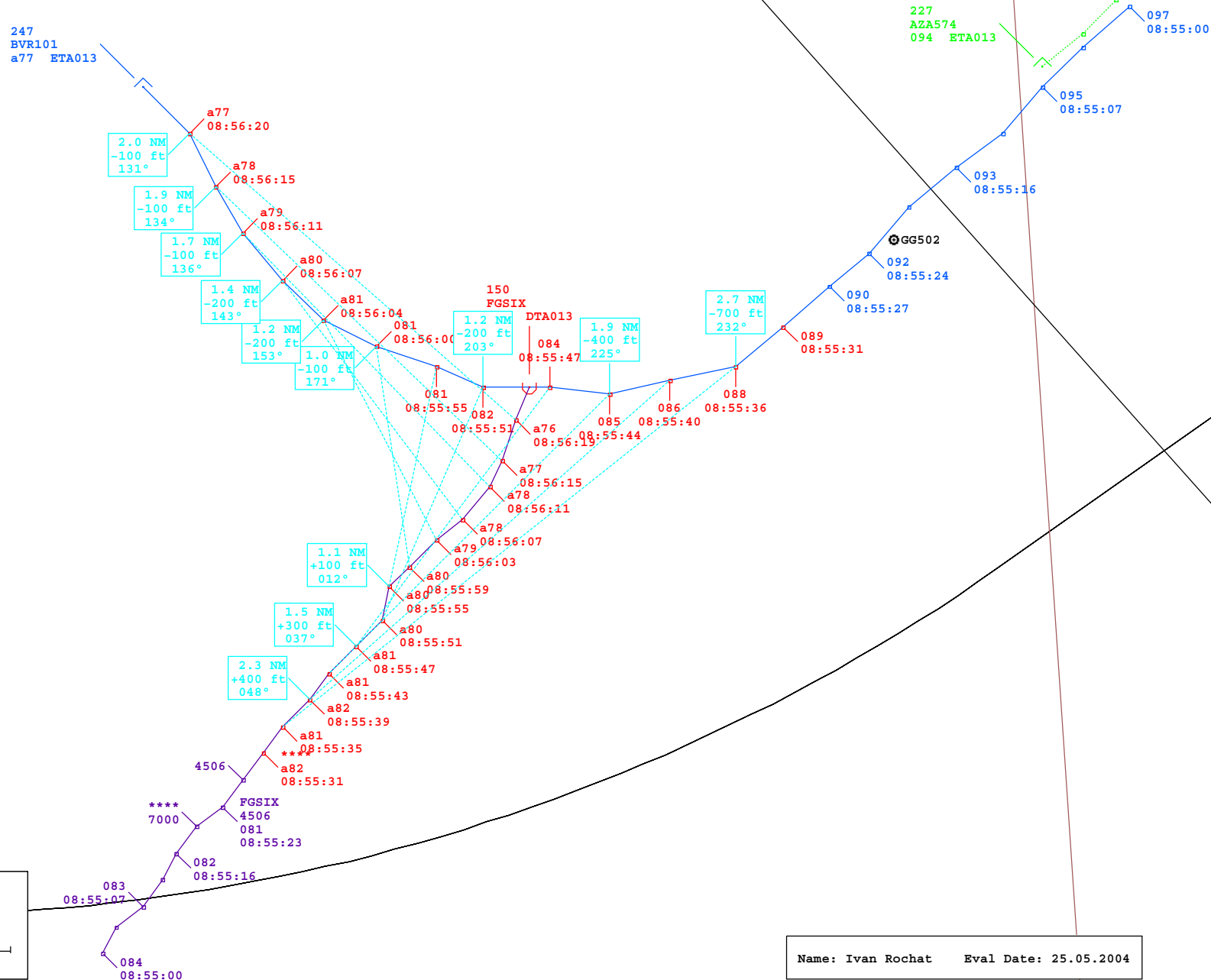
To <u>Col.1</u>	From <u>Col.2</u>	Time <u>Col.3</u>	Communications <u>Col.4</u>	Observations <u>Col.5</u>
<b>FIX</b>	<b>TWR</b>	<b>09:20:13</b>	<b>XXXXXX.</b>	Microphone noise
				Sector in contact with: - GOURB - FPG386 - HB?LL
<b>FIX</b>	<b>TWR</b>	<b>09:20:43</b>	<b>India X-ray, le précédent a dégagé, autorisé atterrissage gazon zéro cinq, zéro soixante-dix degrés, huit nœuds.</b>	
<b>TWR</b>	<b>FIX</b>	<b>47</b>	<b>On atterrit gazon zéro cinq, India X-ray.</b>	
				Sector in contact with: - HBPFE - SIO301 - HBKCF - FPG386 - GOURB - HBLER - HBKCF
<b>TWR</b>	<b>FIX</b>	<b>09:21:44</b>	<b>India X-ray, on dégage à droite.</b>	
<b>FIX</b>	<b>TWR</b>	<b>45</b>	<b>Et cent vingt et un soixante-sept, au revoir.</b>	
<b>TWR</b>	<b>FIX</b>	<b>47</b>	<b>Cent vingt et un soixante-sept, au revoir.</b>	

 Signature of person  
in charge of transcription :



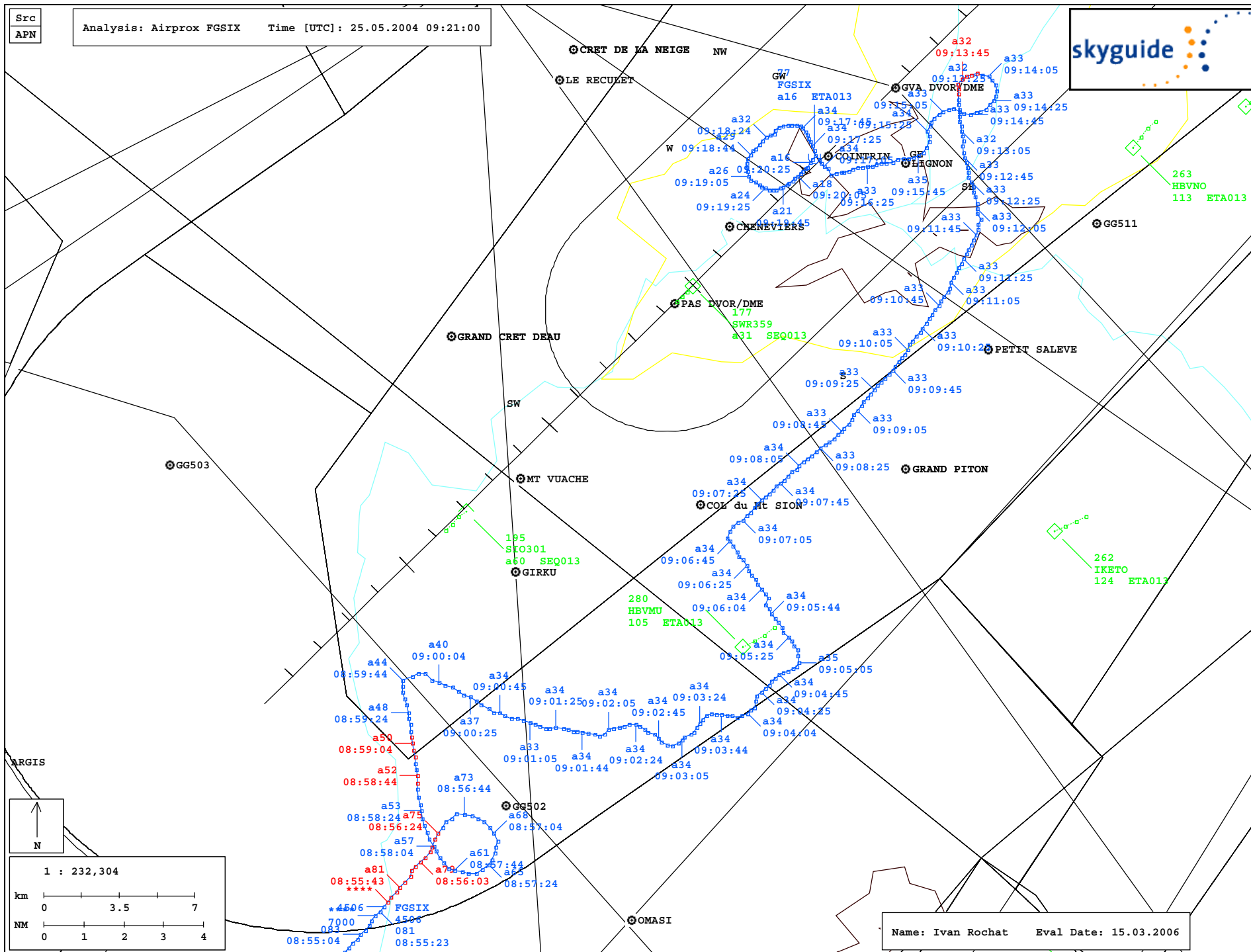
Src  
APP  
APN

Analysis: Airprox BVR101 / FGSIX Time [UTC]: 25.05.2004 08:56:27



Name: Ivan Rochat Eval Date: 25.05.2004

Analysis: Airprox FGSIX      Time [UTC]: 25.05.2004 09:21:00



Name: Ivan Rochat      Eval Date: 15.03.2006