

Final Report of the Aircraft Accident Investigation Bureau

concerning the incident (Airprox)

between BAW1940 and an unidentified glider

on 10th April 1999

Geneva Airport Terminal Control Area

FINAL REPORT

AIR TRAFFIC INCIDENT REPORT (ATIR)

AIRPROX (NEAR COLLISION)

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
(ART. 24 OF THE AIR NAVIGATION LAW)

PLACE	Geneva airport terminal zone
DATE/TIME	10 April 1999 / 1336 UTC
AIRCRAFT	1. BAW1940, Boeing 737, British Airways, Manchester-Geneva, 2. Unidentified glider

ATC Service	Aerodrome control (TWR) Geneva
Controller	Aerodrome controller
Airspace category	C

HISTORY

On Saturday 10 April 1999, at 13:36 UTC, the crew of flight BA 1940 (British Airways) from Manchester is approaching runway 05 of Geneva airport. In the final phase, at an altitude of 5000 ft and 10.5 NM from the beginning of the runway, he observes above his aircraft, at approx. 5500 ft, a white glider with red markings. The crew immediately informs the control tower, but does not indicate on the radio frequency that he was going to submit an incident report (ATIR).

After landing, the crew of flight BA 1940 submits an ATIR report.

FINDINGS

- The incident took place in the Terminal Control Area (TMA), sector 1.
- Geneva TMA is classified in category C, including over French territory, except for sectors 3 and 4 which are classified in category E from a height of 1000 ft (AGL) up to an altitude of 6000 ft above medium sea level (AMSL).
- The limits of TMA sector 1 extend from an altitude of 3500 ft to flight level (FL) 195.
- To cross a class C airspace, authorisation from the air traffic services is required.
- The glider pilot did not make contact with the air traffic control services of Geneva airport.
- The glider crossed a category C airspace without authorisation.
- The glider did not emit any secondary radar signal (transponder).
- The Geneva airport controller was not able to provide traffic information to flight BA 1940, given that the glider was not visible on his radar screen.
- The primary radar was operating only on an experimental basis and was not at the disposal of the air traffic controllers.
- The source record of the primary radar was able to confirm the presence of the glider.
- It was not possible to identify the pilot or the glider in question.
- The crew of flight BA 1940 did not report on the frequency that it intended to submit an ATIR report.

ANALYSIS

A glider crossed a category C airspace without authorisation. According to Geneva air traffic controllers, this type of incident is frequent, given that a relatively large number of aerodromes are located in the vicinity of Geneva, on French territory, where gliding takes place. An information campaign aimed at both French and Swiss glider pilots should make it possible to draw their attention to the danger to which they are exposing themselves and commercial aircraft carrying hundreds of passengers.

According to the evidence, this incident took place under visual flight (VFR) weather conditions. However, collisions between aircraft have already occurred under such conditions. This is why VFR flights inside category C airspace **must** take place under the control of the ATC services.

The fact that the crew of flight BA 1940 did not signal on the frequency its intention to submit an ATIR has no importance in this case. Nevertheless, crews which submit an ATIR must know that if they do not signal it on the frequency it will be difficult to identify subsequently the air traffic controllers in charge of their flight.

CAUSE

The incident is due to the unauthorised incursion of an unknown glider in airspace category classified C of Geneva Terminal Control Area.

Bern, 30 May 2001

Swiss Aircraft Accident Investigation Bureau

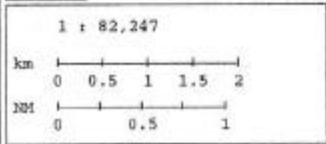
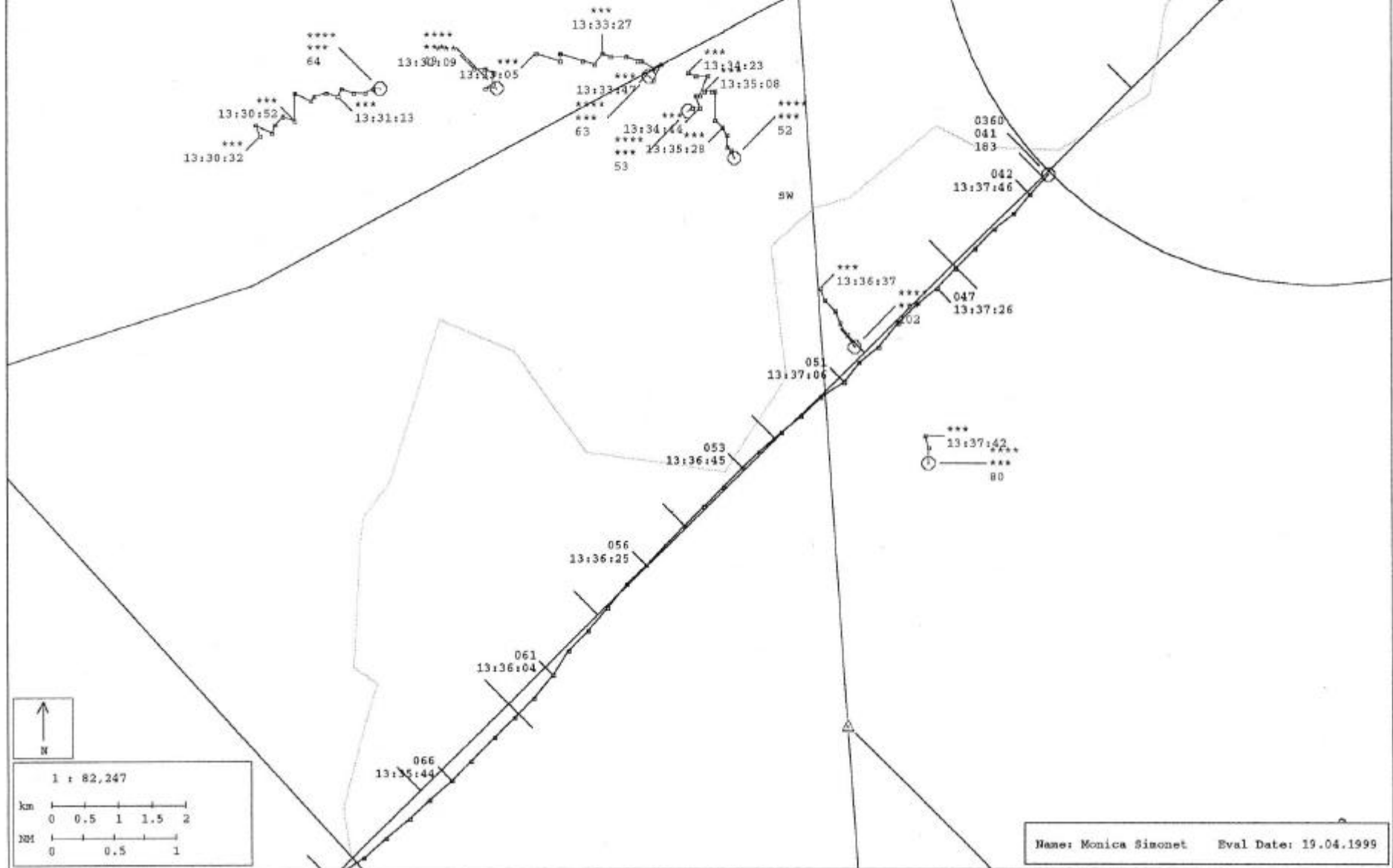


Analysis: ATIR-LOW1940 = A0360 Time [UTC]: 10.04.1999 13:37:53



Src
ASR

Annexe 1



Name: Monica Simonet Eval Date: 19.04.1999

**TRANSCRIPT OF TELEPHONY
OR RADIOTELEPHONY COMMUNICATIONS TAPE-RECORDING**

Investigation into the **incident** that occurred on **April 10th 1999**

- Subject of transcript:	BAW1940
- Centre of aerodrome concerned:	Geneva
- Designation of unit:	Tower
- Frequency:	118.7 MHz
- Date and period covered by attached extract:	April 10 th 1999 13:35 – 13:40 UTC
- Date of transcript:	April 20 th 1999
- Name of official in charge of transcription service:	Monica Simonet

- Certificate by official in charge of transcription service:

I hereby certify:

- That the accompanying transcript of the telephony or radiotelephony communication tape-recording, retained at the present time in the premises of Documentation, has been made under my supervision.
- That it was 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, April 20th 1999

M. Simonet



TRANSCRIPT SHEET

Abbreviations

TWR - Geneva Tower

HIA	-	HBGIA	BE55	IFR flight	LFLS	-	LSGG
935	-	Swissair 935G	BA46	IFR flight	LSGG	-	LSZH
HRL	-	HBCRL	C175	VFR flight	LSGG	-	LSGG
6704	-	Pollot 6704	B737	IFR flight	LSGG	-	EPWA
625	-	Ait Littoral 625	CARJ	IFR flight	LFMN	-	LSGG
HFK	-	HBHFK	AS202	VFR flight	LSGG	-	LSGG
499	-	Jet Set 499	B767	IFR flight	LSGG	-	EGKK
1940	-	Speedbird 1940	B737	IFR flight	EGCC	-	LSGG
FGK	-	FGJGK	M20P	VFR flight	LSGG	-	LSZF
HFB	-	HBCFB	C172	VFR flight	LSGG	-	LSGG

TRANSCRIPT SHEET

To <u>Col.1</u>	From <u>Col.2</u>	Hour <u>Col.3</u>	Communications <u>Col.4</u>	Observations <u>Col.5</u>
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Frequency 118.7 MHz: Geneva Tower

HIA	TWR	13:35:	21	Hotel India Alfa cleared to land, wind calm.
TWR	HIA		23	Cleared to land zero five, Hotel India Alfa.
935	TWR		25	Swissair nine three five Golf, Departure one two one three, au revoir.
935	TWR		32	Swissair nine three five Golf ?
TWR	935		34	Go ahead, Swissair nine three five Golf.
935	TWR		36	One two one three, au revoir.
TWR	935		37	One two one three, au revoir.
TWR	HRL		40	Tour de Genève de Hotel Bravo Charlie Romeo Lima bonjour, Sierra Whiskey, trois mille cinq cents pieds pour atterrissage.
HRL	TWR		46	Rappelez Whiskey, Romeo Lima, le gazon zéro cinq, mille dix-neuf.
TWR	HRL		50	Romeo Lima rapelle Whiskey, QNH mille dix-neuf, zéro cinq gazon.
TWR	6704		54	Tower, LOT six seven zero four bonjour, is number two to holding point zero five.
6704	TWR		59	Six seven zero four, roger.
TWR	625	11:36:	03	La Tour bonjour, Littoral six vingt-cinq.
625	TWR		05	Six vingt-cinq bonjour, rappelez deux nautiques.
TWR	625		08	Six vingt-cinq.
625	TWR		09	Quelle est votre vitesse ?
TWR	625		12	Cent quatre-vingt-dix nœuds, six vingt-cinq.
625	TWR		13	Merci.
TWR	HFK		23	Hotel Foxtrott Kilo zéro cinq, au point d'attente zéro cinq gazon, prêt au départ.
HFK	TWR		26	Autorisé à décoller gazon zéro cinq, Fox Kilo, le vent est calme.
TWR	HFK	13:36:	30	Je m'aligne et je décolle zéro cinq gazon, Foxtrott Kilo.

Signature of
person in charge:

TRANSCRIPT SHEET

<u>To</u> <u>Col.1</u>	<u>From</u> <u>Col.2</u>	<u>Hour</u> <u>Col.3</u>	<u>Communications</u> <u>Col.4</u>	<u>Observations</u> <u>Col.5</u>
499	TWR	33	Jet Set four nine nine, are you ready ?	
TWR	499	36	Four nine nine go ahead.	
499	TWR	38	Are you ready ?	
TWR	499	40	Affirm, Jet Set four nine nine.	
499	TWR	42	Roger.	
HIA	TWR	13:37: 02	Hotel India Alfa, le Sol, cent vingt et un neuf, au revoir.	
TWR	HIA	05	Cent vingt et un neuf, au revoir, Hotel India Alfa.	
TWR	1940	11	Tower the Speedbird one nine four zero, we're fully established, ten and a half miles ILS.	
1940	TWR	15	Speedbird one nine four zero roger, speed one six zero knots to permit departure.	
TWR	1940	19	Roger, be advised a glider has just gone overhead of us, about five hundred feet.	
1940	TWR	24	Roger.	
TWR	FGK	29	Fox Golf Juliett Golf Kilo.	
FGK	TWR	32	Juliett Golf Kilo bonjour, je vous rappelle.	
TWR	625	54	Air Littoral six vingt-cinq on est deux nautiques finale.	
625	TWR	56	Autorisé à atterrir piste zéro cinq Littoral six cent vingt-cinq, le vent zéro cinquante degrés, six nœuds.	
TWR	625	13:38: 01	Atterrissage zéro cinq, six vingt-cinq.	
HFB	TWR	04	Fox Bravo, vous êtes en vue d'la piste ?	
HRL	TWR	07	Charl..., pardon Romeo Lima, en vue de la piste ?	
TWR	HRL	09	Affirmatif, Romeo Lima.	
HRL	TWR	13:38: 11	Faites une directe gazon zéro cinq, rappelez en finale.	
TWR	HRL	13	Romeo Lima directe zéro cinq, rappelle finale.	

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person in charge:

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499	TWR	16	Jet Set four nine nine behind the landing traffic, line up behind.	
TWR	499	20	Line up behind the landing traffic, Jet Set four nine nine.	
TWR	HFB	24	Fox Bravo on arrive fin vent arrière zéro cinq gazon.	
HFB	TWR	26	Vous êtes numéro un, rappelez finale gazon zéro cinq.	
TWR	HFB	29	Numéro un, je vous rappelle en finale gazon zéro cinq, Fox Bravo.	
HFB	TWR	34	Révision Fox Bravo, il y a un «lourd» qui va décoller, faites un trois cent soixante à droite.	
TWR	HFB	37	Heu Fox Bravo un trois cent soixante à droite.	
625	TWR	13:39: 27	Air Littoral six cent vingt-cinq le Trafic, cent vingt et un sept cinq, au revoir.	
TWR	625	31	Cent vingt et un soixante-quinze, Littoral six cent vingt-cinq, au revoir.	
499	TWR	34	Jet Set four niner niner cleared immediate take-off zero five, wind zero six zero degrees, three knots.	
TWR	499	40	Cleared take-off, Jet Set four nine nine.	
HFB	TWR	13:40: 07	Fox Bravo faites un autre trois cent soixante.	
TWR	HFB	09	Fox Bravo encore un trois cent soixante.	
HFK	TWR	11	Fo.. Kilo, Fox Kilo faites un trois cent soixante à droite, à la position.	
TWR	HFK	15	Hotel Fox Kilo fait un trois cent soixante à droite à la position.	
1940	TWR	26	Speedbird one niner four zero cleared to land zero five, zero seven zero degrees, three knots.	

Signature of
person in charge:

TRANSCRIPT SHEET

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TWR	1940	13:40: 30	Cleared to land zero five, Speedbird one nine four zero.	No remark has been made concerning the incident later on, on Tower frequency.

16/07/2001 / GED/sm
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Signature of
person in charge:

