

Final Report of the Aircraft Accident Investigation Bureau

concerning the incident (Airprox)

between HB-NCR and N3199G

on 31 March 2002

at 5 NM south-west of FRI VOR

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/DATE/TIME	ACC Geneva, 5 NM south-west of FRI VOR, 31 March 2002, 12:49 UTC
AIRCRAFT	HB-NCR, AC11, Basle LFSB - Avignon LFMV N3199G, BE36, Geneva LSGG - Budapest LHBP

ATC UNIT	Geneva ACC and Berne APP
CONTROLLER	Radar controller Coordinator DELTA controller APP Berne controller

AIRSPACE	E and C
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HISTORY

On Sunday 31 March 2002, HB-NCR, an aircraft of the Rockwell Commander type took off from Basle for Avignon. It was making a VFR (Visual Flight Rules) flight via Granges, Berne TMA and FRI (Fribourg VOR), on a south-westerly heading.

The pilot contacted Berne when he was above Granges and requested authorisation to go to flight level 095 towards the VOR of FRI.

He was identified by Berne radar and received authorisation to cross into Berne TMA.

Some ten minutes later, Berne radar control issued the pilot of HB-NCR with traffic information concerning conflicting traffic which was maintaining flight level 090.

This traffic was an IFR (Instrument Flight Rules) flight which also received traffic information concerning the conflicting VFR flight. The pilot of the IFR aircraft did not have visual contact with this traffic and executed a 360° left turn to avoid it.

This proximity occurred in class E airspace.

Shortly after this incident, Berne APP requested the pilot of HB-NCR to display code A7000 on the transponder and authorised him to leave the control frequency.

Three minutes later, an IFR aircraft at flight level 100, N3199G, a BE36 en route from Geneva to Budapest, called Berne APP to transit in the direction of KORED.

Berne APP then indicated to it unknown conflicting traffic, a VFR flight, climbing through its flight level.

This was the aircraft HB-NCR which was displaying transponder code A7000 and which was climbing in controlled airspace, without radio contact with an ATC unit.

The pilot of HB-NCR called on the DELTA Geneva control frequency less than one minute after crossing aircraft N3199G, at flight level 108, and requested authorisation to climb to flight level 115. He was about 5 NM south-west of FRI VOR.

The DELTA controller assigned him a transponder code and informed him that he had climbed into class C airspace without co-ordination. He also informed him that he had crossed conflicting IFR traffic and that the ATC units were submitting an ATIR AIRPROX.

FINDINGS

- The weather report for Geneva at 12:20 UTC was as follows: wind 090° at 4 knots, visibility 10 kilometres, cloud: light at 5000ft. Temperature 14 degrees, dew point 1 degree, atmospheric pressure 1020 hectopascals, no change expected.
- The flight conditions in the region of the incident were visual meteorological conditions (VMC). The wind was 240 degrees at 10 knots at flight level 100.
- The Rockwell Commander type aircraft registered HB-NCR had taken off from Basle at 12:14 for Avignon, following a route to the south-west, passing over Granges, Berne TMA, Fribourg, in accordance with its VFR flight plan.
- The aircraft type Be36, registered N3199G, had taken off from Geneva at 12:15 for Budapest on departure route K2C, in accordance with its IFR flight plan.
- Aircraft N3199G made its first call on the INN radar sector frequency 128.9 MHz at 12:41:54 approximately 5 NM to the west of the point SOSAL. It was in class E airspace.
- The INN radar sector authorised N3199G to maintain flight level 100.

- Aircraft HB-NCR called Berne TWR at 12:30:58, when it was over Granges in class E airspace, at flight level 095 flying in the direction of FRI.
- HB-NCR was authorised by Berne TWR to cross the Berne control zone at flight level 095 in class D controlled airspace. Transponder code A6370 was assigned to it.
- HB-NCR was transferred to the 127.32 MHz Berne approach frequency at 12:32:16.
- The pilot called Berne Approach at 12:32:36 and was authorised to transit.
- At 12:42:14, Berne Approach reported conflicting IFR traffic at flight level 090 to the pilot of HB-NCR, at his 11 o'clock position and at a distance of 6 NM.
- The conflicting IFR aircraft was N20878, type Pa28T, en route from Gerona to Basle, at flight level 090.
- Berne Approach also reported the conflicting traffic HB-NCR to the pilot of N20878.
- The pilot of N20878 did not have visual contact with HB-NCR and executed a 360° left turn to avoid the trajectory of the conflicting traffic.
- The crossing occurred at 12:44:59. The proximity with reduced separation between the two aircraft was 1.7 NM and 500ft. The two aircraft were in class E airspace.
- At 12:45:51, Berne Approach instructed the pilot of HB-NCR to display code A7000 on the transponder and authorised him to leave frequency 127.32 MHz.
- The aircraft was 3 NM north-east of FRI, in class E airspace, stabilised at flight level 096, according to the radar records.
- The Berne Approach controller, according to his statements, thought that HB-NCR would maintain flight level 095.
- Aircraft N3199G was transferred from the Geneva INN radar sector to the Berne APP frequency of 127.32 MHz at 12:47:09, he was 10 NM from FRI / VOR and 11 NM from the position of HB-NCR.
- At 12:48:05, N3199G called Berne Approach stating that he was at flight level 100, en route to waypoint KORED.
- Berne Approach authorised N3199G for flight level 100 towards waypoint KORED.
- At this time, aircraft HB-NCR was 7.7 NM distant on a conflicting course and at the same flight level.
- 12 seconds later, the automatic short-term conflict alert (STCA) for loss of separation between two aircraft alerted the Geneva radar controller.
- At 12:48:19, the INN sector radar controller telephoned the DELTA controller to ask him if he was aware of the traffic displaying transponder code A700 at Fribourg, on a conflicting course to the aircraft at flight level 100. Negative response from the DELTA controller.
- At 12:48:50, the INN sector radar controller telephoned Berne Control Tower and reported traffic at flight level 100, displaying transponder code A7000, which was not in contact with anybody and which was on a conflicting course to aircraft N3199G at flight level 100.
- The Berne controller declared on the phone that he had been in contact with it previously, at flight level 095 and advised him that he was going to issue traffic information immediately.
- At 12:49:08, the Berne Approach controller gave traffic information to aircraft N3199G in these terms: "Look out for unknown VFR traffic climbing through your level 1 mile ahead, 103 showing on the radar."

- The pilot of N3199G acknowledged receipt and the controller, in response, indicated that the traffic was at his 11 o'clock position, at a distance of half a nautical mile, at flight level 104, and apparently climbing.
- At 12:49:30, the pilot of N3199G reported to the controller that he had the traffic in sight.
- The two aircraft crossed at 12:49:39 with a separation of less than 0.5 NM and approximately 600ft, according to the radar records.
- According to the radar records, aircraft HB-NCR began its climb when passing FRI VOR. It climbed to flight level 109, before calling Geneva DELTA control on frequency 119.17 MHz.
- The pilot of HB-NCR called Geneva DELTA control at 12:49:56, i.e. 12 seconds after crossing aircraft N3199G.
- The pilot gave his position (10 NM south-west of FRI VOR) climbing to flight level 115.
- The exact position of aircraft HB-NCR, at this time, was 5 NM south-west of FRI VOR, at flight level 108.
- At 12:51:05, the DELTA controller authorised aircraft HB-FKT, a VFR flight from Ecuwillens for dropping parachutists, to climb to flight level 100.
- From 12:51:13 to 12:52:40, the DELTA controller informed the pilot of HB-NCR of his infringement and informed him that the ATC units were submitting an ATIR AIRPROX report.
- At 12:52:00, an aircraft type D328, flight RQX6060 en route from Berne to Geneva, was above FRI / VOR at flight level 090.
- Aircraft HB-FKT, authorised by DELTA control to climb to flight level 100 would cross its route perpendicularly, from right to left.
- At 12:52:44, the DELTA controller instructed aircraft HB-FKT to stop its climb at flight level 080.
- The pilot of aircraft HB-NCR, without giving a call-sign, intercepted the message and asked the DELTA controller to confirm that he had to descend to flight level 090.
- The controller repeated the instruction, calling HB-FKT, and instructed it to descend to flight level 080.
- The pilot of HB-FKT did not respond to the two requests from DELTA control.
- The pilot of HB-NCR, without giving a call-sign, acknowledged receipt of the message intended for HB-FKT. He requested permission to maintain flight level 095 because of cloud.
- The DELTA controller, without giving a call sign, refused the request and repeated the authorised flight level 080.
- The pilot of HB-NCR, without giving a call-sign, acknowledged receipt and confirmed that he was descending to flight level 080.
- At 12:53:00, aircraft HB-FKT crossed the route of aircraft RQX6060 at 3.2 NM, 300ft below, at flight level 087 according to the radar records. The two aircraft were in class E airspace.
- This proximity took place 6 NM behind aircraft HB-NCR which was at flight level 112, descending. The radar separation between aircraft HB-NCR and RQX6060 was normal.

- At 12:54:25, aircraft HB-FKT reported to DELTA control that he had reached flight level 100.
- Aircraft HB-NCR left class C controlled airspace in the region of Montbovon, descending to flight level 080, then flew towards Villeneuve in a south-westerly direction.
- According to his statements, the pilot of HB-NCR thought he was authorised to climb after receiving permission to leave the Berne APP frequency in the region of Fribourg. He believed he was in class E airspace of the ALPES sector. The JURA/ALPES line of separation was not, in his opinion, clearly defined on the map available to him for navigation.

ANALYSIS

When the pilot of HB-NCR first made contact with Berne TWR, he was in class E airspace in the JURA sector, over Granges. Berne TWR gave him permission to fly over in class D airspace, at flight level 095.

Controlled by Berne Approach, aircraft HB-NCR transited in VFR for 8 minutes in the Berne TMA at flight level 095.

When it was almost at the western limit of the Berne control region, the Approach controller gave him essential traffic information about an IFR aircraft on a conflicting course, at flight level 090.

This aircraft was being controlled by Berne Approach and was at that time in class E airspace.

The pilot of the IFR aircraft concerned also received traffic information and, since he did not have it in sight, himself took avoiding action by making a 360° left turn.

This proximity occurred 5 NM from VOR Fribourg, in class E airspace.

It is worth noting that in class E airspace, VFR flights are not obliged to establish radio contact with ATC. For flights which are in radio communication with air traffic control, separation is not assured and traffic information is given, as far as is possible. Only the display of the transponder code A7000, above 7000ft, is obligatory.

At the time of this proximity to the IFR traffic, aircraft HB-NCR was already in class E airspace and outside the bounds of responsibilities of Berne control.

Berne Approach then released aircraft HB-NCR, assigning it transponder code A7000 and authorising it to leave its frequency. According to his statement, the controller was convinced that the aircraft would maintain its flight level 095 and would continue its route in class E airspace.

A few minutes later, aircraft HB-NCR entered class C controlled airspace without authorisation.

Whilst no radiotelephone contact could be established with the pilot of HB-NCR, aircraft N3199G, an IFR flight at flight level 100 in contact with Berne Approach, crossed it in the opposite direction, at a distance of half a nautical mile and 600ft below.

The pilot of HB-NCR, according to his statements, thought he was free from control and that he could climb without restriction to flight level 115, a level which he wished to maintain while cruising. Again according to his statements, he believed he was in the ALPES section a few nautical miles after Fribourg.

HB-NCR was displaying transponder code A7000 with mode C, the altitude was visible on the radar screens. The Berne Approach radar controller informed the pilot of N3199G of the conflicting traffic by indicating that it was unknown. He probably realised that it was the aircraft

he had released a few moments earlier when the Geneva radar controller telephoned to warn him of the conflict situation.

The pilot of HB-NCR spontaneously made contact with DELTA control, four minutes after leaving the Berne Approach control frequency and a few seconds after crossing aircraft N3199G.

At the time of his initial contact with DELTA control, the pilot of HB-NCR gave his position as 10 NM south-west of FRI / VOR whereas he was only 5 NM south-west. This navigational error might explain the fact why the pilot believed he was in the ALPES sector and consequently continued his climb to flight level 115.

The DELTA controller, having witnessed the incident powerless to intervene and probably very anxious, tried for more than a minute to make the pilot of HB-NCR aware that he had entered class C airspace without permission, that he had crossed the flight level of IFR traffic and that radar control would be submitting an AIRPROX report.

During this time, in the wake of HB-NCR, there was proximity between the Pilatus Porter HB-FKT climbing towards flight level 100 and an airline aircraft at flight level 090.

The DELTA controller tried in vain to prevent this situation but the pilot of HB-NCR intercepted all the messages intended for HB-FKT, causing mistaken identities and misunderstandings.

Berne Approach, within the limits of its area of responsibility (AoR), has to control evolving IFR traffic and VFR traffic in class E airspace, inside the air corridor, up to flight level 100. This situation creates potential risks of loss of separation.

It must be added that numerous parachute drops take place in the air corridor, at flight level 150, over the aerodrome of Ecuwillens. These flights in class E and C airspace are also the source of traffic separation problems.

CAUSE

The incident is due to the intrusion of an aircraft flying according to visual flight rules (VFR) into class C controlled airspace, without radio contact or ATC authorisation.

Berne, 17 September 2003

Aircraft Accident Investigation Bureau

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

Investigation into the **incident** that occurred on **31 March 2002**

- Subject of transcript: **HBNCR / N3199G**

- Centre concerned: Geneva

- Designation of unit: ACC / Delta

- Frequencies: 128.9 / 119.17 MHz

- Date and period covered by attached extract: 31 March 2002
12:41 - 13:12 UTC

- Date of transcript: 16 April 2002

- Name of official in charge
of transcription service: Monica Simonet

- Certificate by official in charge of Analysis Department:

I hereby certify:

- That the accompanying transcript of the telephony or radiotelephony communication tape-recording, retained at the present time in the premises of Analysis Department, 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, 16 April 2002

M. Simonet

Abbreviations

ACC - Geneva Area Control Centre
 DEL - Geneva Delta
 INNC - Co-ordinator INN sector
 INNR - Radar controller INN sector
 BER - Bern Approach controller

N99G	-	N3199G	BE36	IFR flight	LSGG	-	LHBP
1931	-	KLM 1931	B733	IFR flight	EHAM	-	LSGG
941	-	Topswiss 941	B733	IFR flight	LSGG	-	EGGP
2058	-	Swiss 2058	SB20	IFR flight	LSZH	-	LEBB
1253	-	KLM 1253	F70	IFR flight	EHAM	-	LFLL
10GM	-	Swiss 10GM	A321	IFR flight	LSZH	-	LSGG
HCR	-	HBNCR	CM11	VFR flight	LFSB	-	LFMV
HKT	-	HBFKT	PC6	VFR flight	LSGE	-	LSGE
3285	-	HB3285	?	VFR flight	????	-	????

31.MAR.2002

TRANSCRIPT SHEET

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 128.9 MHz: Geneva Area Control Centre, sector INN

ACC	N99G	12:41:54	Genève Radar, November three one niner niner Golf, level one zero zero.	
N99G	ACC	12:42:00	Bonjour November three one nine nine Golf, identified, maintain one hundred.	
ACC	N99G	05	Maintain one hundred, niner niner Golf.	
1931	ACC	35	KLM one nine three one, continue descent to flight level one <u>six</u> zero.	
ACC	1931	39	Continue descent level one six zero, KLM one niner three one.	
1931	ACC	43	And for further instructions contact Arrival, one three one decimal three two, good-bye.	
ACC	1931	47	Three one three two, KLM one nine three one, au revoir.	
???	???	12:43:08	XXXXX.... What's that ? That's right. XXXXX.....	Frequency disturbed. Voice: American accent
ACC	941	20	Genève bonjour, Topswiss neuf quarante et un, en montée pour l'niveau cent cinquante.	
941	ACC	24	Bonjour Topswiss neuf quarante et un, contact radar, directe Dijon, montez au niveau deux cent soixante.	
ACC	941	30	Alors directe Dijon, réautorisé deux six zéro, Topswiss neuf quarante et un.	
ACC	2058	12:45:37	Geneva bonjour, Swiss two zero five eight, level one six four, climbing level two three zero.	
2058	ACC	43	Bonjour Swiss two zero five eight, identified, cleared ULMES - VADAR - MILPA - MEBAK. I call you back for higher.	
ACC	2058	50	ULMES - VADAR - MILPA - MEBAK, Swiss two zero five eight.	
ACC	1253	55	Geneva bonjour, KLM one two five three, descending to flight level two five zero, inbound DOMIL.	

Signature of person in charge:

31.MAR.2002

TRANSCRIPT SHEET

<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>
1253	ACC	12:46:00	Bonjour KLM one two five three, identified, direct MILPA, MILPA seven Arrival.	
ACC	1253	12:46:04	Direct MILPA, for MILPA seven Arrival, KLM one two five three.	
10GM	ACC	09	Swiss one zero Golf Mike, contact Arrivals, one three one decimal three two, au revoir.	
ACC	10GM	13	Au revoir, bon après-midi, Swiss one zero Golf Mike.	
941	ACC	27	Topswiss neuf cent quarante et un, contactez Paris, cent trente-deux décimal soixante-sept, bonne journée.	no reply
N99G	ACC	12:47:09	November three one nine nine Golf, contact Bern Approach on one two seven decimal three two, good-bye.	
ACC	N99G	16	Okay, I contact Bern Approach at...one one, heu what was the Approach XXXXX, one two seven three two ?	probably: "again"
N99G	ACC	23	Affirm, one two seven decimal three two.	
ACC	N99G	26	Oui, merci.	

Frequency 119.17 MHz: Geneva Delta

DEL	HCR	12:49:56	Genève Delta, Hotel Bravo November Charlie Romeo, good afternoon.
HCR	DEL	12:50:02	Hotel Bravo Delta Charlie Romeo, confirm ?
DEL	HCR	05	Hotel Bravo November Charlie Romeo, a VFR flight from Bâle to Avignon, a Charlie Mike one one, presently about ten miles south-west of Fribourg VOR, climbing to flight level one one five, squawking seven thousand.
HCR	DEL	21	Roger November Charlie Romeo, ... squawk four five one two.
DEL	HCR	28	Four five one two is coming down.
DEL	HKT	49	Geneva Delta, Hotel Kilo Tango, for flight level one five zero, Ecuwillens, please.

Signature of
person in charge:

31.MAR.2002

TRANSCRIPT SHEET

<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>
HKT	DEL	58	Fox Kilo Tango, je vous écoute.	
DEL	HKT	12:51:00	Hotel Kilo Tango, for flight level one five zero, Ecuwillens, please.	
HKT	DEL	05	Roger, climb initially flight level one zero zero.	
DEL	HKT	07	One zero zero initially, Hotel Kilo Tango.	
HCR	DEL	13	Hotel Bravo November Charlie Romeo, for information, you <u>climb</u> ... XXXXX the airspace Charlie without co-ordination, and you crossed an IFR traffic inbound Zurich.	"to" or "through"
DEL	HCR	28	Hotel Charlie Romeo....., I'm now on one one five, is that not approved ?	
HCR	DEL	36	XXXXX, in Golf five, maximum flight level is one zero zero, ... heu without co-ordination..... From flight level one zero zero you have to, to co-ordinate to climb.	probably: "For your information"
DEL	HCR	48	So I descend to one one zero, is that correct ?	no reply
HCR	DEL	12:52:21	Heu, November Charlie Romeo, Geneva Delta ?	
DEL	HCR	24	Genève Delta, go ahead.	
HCR	DEL	31	For information, Geneva Radar is proceeding for a.... incident report against... you.	
DEL	HCR	40	I read you only weak, please say again, Hotel Charlie Romeo ?	no reply
??T	DEL	44	????? Tango stop climb flight level eight zero.	unreadable
DEL	HCR	48	Nine zero, nine zero, niner zero, Hotel ??????, please confirm ?	Voice of HBNCR
HKT	DEL	53	Kilo Tango, <u>eight zero</u>, descend eight zero.	
DEL	HCR	57	Eight zero will be difficult due to clouds, you can't approve nine five ?	
HCR	DEL	12:53:02	Negative, eight zero.	
DEL	HCR	05	Roger, descending to eight zero.	
HCR	DEL	22	Now Charlie read out is niner zero. Confirm now in descent to eight zero ?	

Signature of
person in charge:

31.MAR.2002

TRANSCRIPT SHEET

<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>
DEL	HCR	26	Descending to eight zero, Charlie Romeo.	
HCR	DEL	12:53:40	And November Charlie Romeo, what is your routing..., now ?	
DEL	HCR	44	Routing is direct from Fribourg XXXXX and then to Albertville.	must be Vevey (spelled Vivii)
DEL	HKT	12:54:25	Hotel Kilo Tango is reaching one zero zero.	
HKT	DEL	29	Roger, maintain.	
DEL	HKT	30	Kilo Tango, maintaining one zero zero.	
HKT	DEL	12:55:06	Fox Kilo Tango, climb flight level one five zero.	
DEL	HKT	09	Hotel Kilo Tango, call you one minute before dropping one five zero. Thank you.	
HKT	DEL	14	Roger.	
3285	DEL	12:57:27	Hotel Bravo trente-deux huitante-cinq, Genève Delta ?	no reply

Frequency 119.17 MHz: Geneva Delta, concerning HBNCR only

HCR	DEL	12:57:43	And November Charlie Romeo, report your routing after Vevey ?	
DEL	HCR	47	XXXXX directly inbound Albertville.	must be Vevey (spelled Vivii)
HCR	DEL	51	Roger.	DEL several times in contact with HBFKT
HCR	DEL	13:01:55	November Charlie Romeo, confirm you are VFR ?	
DEL	HCR	58	Affirmative, this is a VFR flight, Hotel Charlie Romeo.	
HCR	DEL	13:02:01	Roger.	DEL several times in contact with HBFKT
HCR	DEL	13:12:10	November Charlie Romeo, contact Aix Information, one two four decimal five, bye-bye.	

Signature of
person in charge:

31.MAR.2002

TRANSCRIPT SHEET

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>
DEL	HCR	15	To Aix Information, say frequency again, please ?	
HCR	DEL	19	One two four decimal five.	
DEL	HCR	13:12:22	One two four decimal five, thank you, bye-bye.	
HCR	DEL	25	XXXXX.	Noise of microphone meaning "Roger"

Several telephone calls between DEL - INNR - INNC - and BER

INNR	DEL	12:48:19	Je t'écoute.	
DEL	INNR		Le sept mille à... Fribourg, tu connais ?	
INNR	DEL		Non, pas du tout.	
DEL	INNR		T'as vu, il y a le cent, pile en face, là, qui est avec la TMA de Berne.	
INNR	DEL		Oui, je vois ça. Tu poses la question au FIC...	
DEL	INNR		On va le dire à Berne, hein.	
INNR	DEL	12:48:28	Oui, d'accord.	

INNR	BER	12:48:50	Tower, XXXXX.	Name of the controller.
BER	INNR		Heu, you see in front of the November Golf Golf heu... there is a flight level one hundred, squawking Alfa seven thousand....	
INNR	BER		... Yea, oh, why ...	
BER	INNR		... in contact with nobody.	
INNR	BER		Ah that's, yea that was in contact with me, at niner five before. I will quickly give traffic information.	
BER	INNR		Okay.	
INNR	BER	12:49:06	Okay.	

Signature of person in charge:

31.MAR.2002

TRANSCRIPT SHEET

<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>
DEL	INNC	12:49:39	Oui.	
INNC	DEL		Il n'est pas au FIC non plus, hein.	
DEL	INNC		Il n'est pas au FIC non plus ?	
INNC	DEL		Non plus.	
DEL	INNC	12:49:39	Merci, ciao.	

DEL	INNC	12:50:39	Oui.	
INNC	DEL		Oui alors, il semblerait qu'il vient de m'appeler.	
DEL	INNC		Okay.	
INNC	DEL		Il affiche quarante-cinq douze. C'est lui, il est chez moi, est-ce que tu veux que je j'lui dise quelque chose ? Oui, c'est lui.	
DEL	INNC		Oui, tu lui diras qu'il est monté dans la classe C, sans permission.	
INNC	DEL		Oui, d'accord je lui dis. Tu, tu fais rien de spécial, toi ?	
DEL	INNC		Oui, je fais juste le login dans le LOG Book comme quoi il est monté, il est monté dans la classe C, là.	
INNC	DEL		D'accord, oui, merci.	
DEL	INNC	12:50:56	Okay.	

18/09/2003 / GED/sm
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Signature of
person in charge:

Belp-Airport, 11. April 2002

ZB/SO

Transcript of Tape-Recordings of March 31, 2002 (No. of pages 3)

Subject	AIRPROX HBNCR/N3199G	
Abbreviations and Callsigns	NCR	= HBNCR
	TWR	= Berne Tower
	99G	= N3199G
	APP	= Berne Approach
	878	= N20878
Frequency	121.025 MHz	= Berne Tower
	127.325 MHz	= Berne Approach
Time	UTC in Hours, Minutes and Seconds	

The signer certifies the completeness and correctness of the present transcript.

skyguide

Air Navigation Services Bern-Belp

Peter Sommer, Head TWR/APP Bern

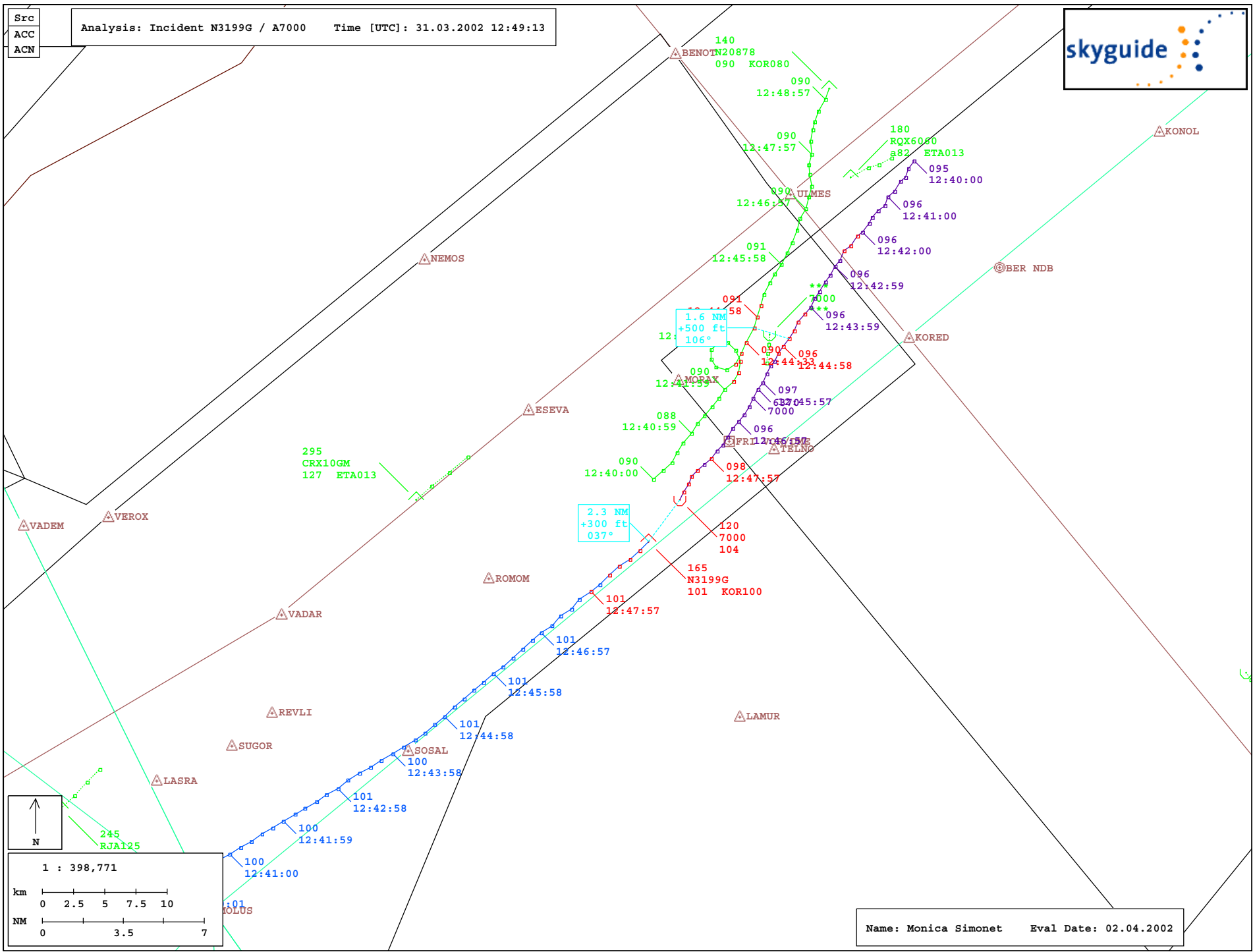
To	From	Time	Communications	Observation
TWR	NCR	12:30:58	Berne Tower good afternoon HBNCR	
NCR	TWR		HCR go ahead	
TWR	NCR		HCR CM11 VFR from Bâle to Avignon, abeam Grenchen	
			Request to cross your CTR in FL 95, climbing presently	
			From 7000 inbound Fribourg VOR	
NCR	TWR	12:31:24	HCR squawk 6370, cross CTR at FL 95	
TWR	NCR		6370 is coming down, crossing at 95 inbound	
			Fribourg VOR HCR	
NCR	TWR	12:32:16	HCR contact Departure 127,32	
TWR	NCR		to Departure 127,32	
APP	NCR	12:32:36	Berne Departure, good afternoon HBNCR on your frequency	
NCR	APP		HBNCR roger squawk 637... are you already squawking 6370	
			Confirm?	
APP	NCR		squawking presently 6370 HCR	
NCR	APP		CR identified, crossing approved	
APP	NCR		Thank you	
NCR	APP	12:42:14	HCR look out for IFR traffic about 11 o'clock range 6 miles	
			FL 90 north east bound	
APP	NCR		thank you, looking out	
878	APP		N878 VFR traffic coming at your 1 o'clock range 6 miles	
			FL96 south west bound	
APP	878		o.k. we are also FL90 and we're circling to 020 we have	
			Negative aircraft	
878	APP		yeah, the traffic is at level 97	
NCR	APP	12:45:51	HCR squawk 7000 you may leave good bye	
APP	NCR		squawking 7000 leave your frequency, thank you, bye bye	
APP	99G	12:48:05	Good afternoon Berne, this is N3199G at FL 100 and we're	
			Direct to KORED	
99G	APP		N99G roger proceed via KORED FL100, call you back shortly	
APP	99G		okay	
99G	APP		N99G could you accept FL140 as enroute level?	
APP	99G		That's a little bit high for me, eh is 120 okay?	
99G	APP		äh, that's not available to cross the Zurich area, so I have	
			requested level 140 on the strip, so confirm you are happy	
			at this level	
APP	99G		yes Sir, happy at this level	
99G	APP		okay, maintain	
99G	APP	12:49:08	N99G look out for unknown VFR traffic climbing through your	
			level 1 mile ahead, 103 showing on the radar	
APP	99G		okay 99G looking (...)	
99G	APP		The traffic about 11 o'clock half a mile FL104 and apparently	
			in climb	
APP	99G	12:49:30	Thank you, oh yeah, I see him now	
99G	APP		okay	

<u>To</u>	<u>From</u>	<u>Time</u>	<u>Communications</u>	<u>Observation</u>
99G	APP	12:52:35	N99G proceed present position direct to WIL VOR	
APP	99G		äh, 99G direct WIL	
99G	APP	12:53:25	N99G after WIL proceed to GOSAL intersection, that's Golf Oscar Sierra Alpha Lima	
APP	99G		okay, after WIL direct to ...ehh... Golf Oscar Sierra Alpha Lima	
99G	APP		correct	
APP	99G		Thanks	
99G	APP		N3199G contact Zurich Departure 125,95, good bye	
APP	99G		okay, thank's a lot, 125,95 99G, au revoir	
99G	APP		au revoir	

- END -

Src
ACC
ACN

Analysis: Incident N3199G / A7000 Time [UTC]: 31.03.2002 12:49:13



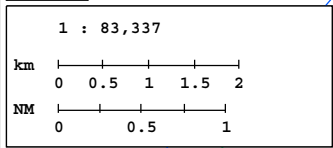
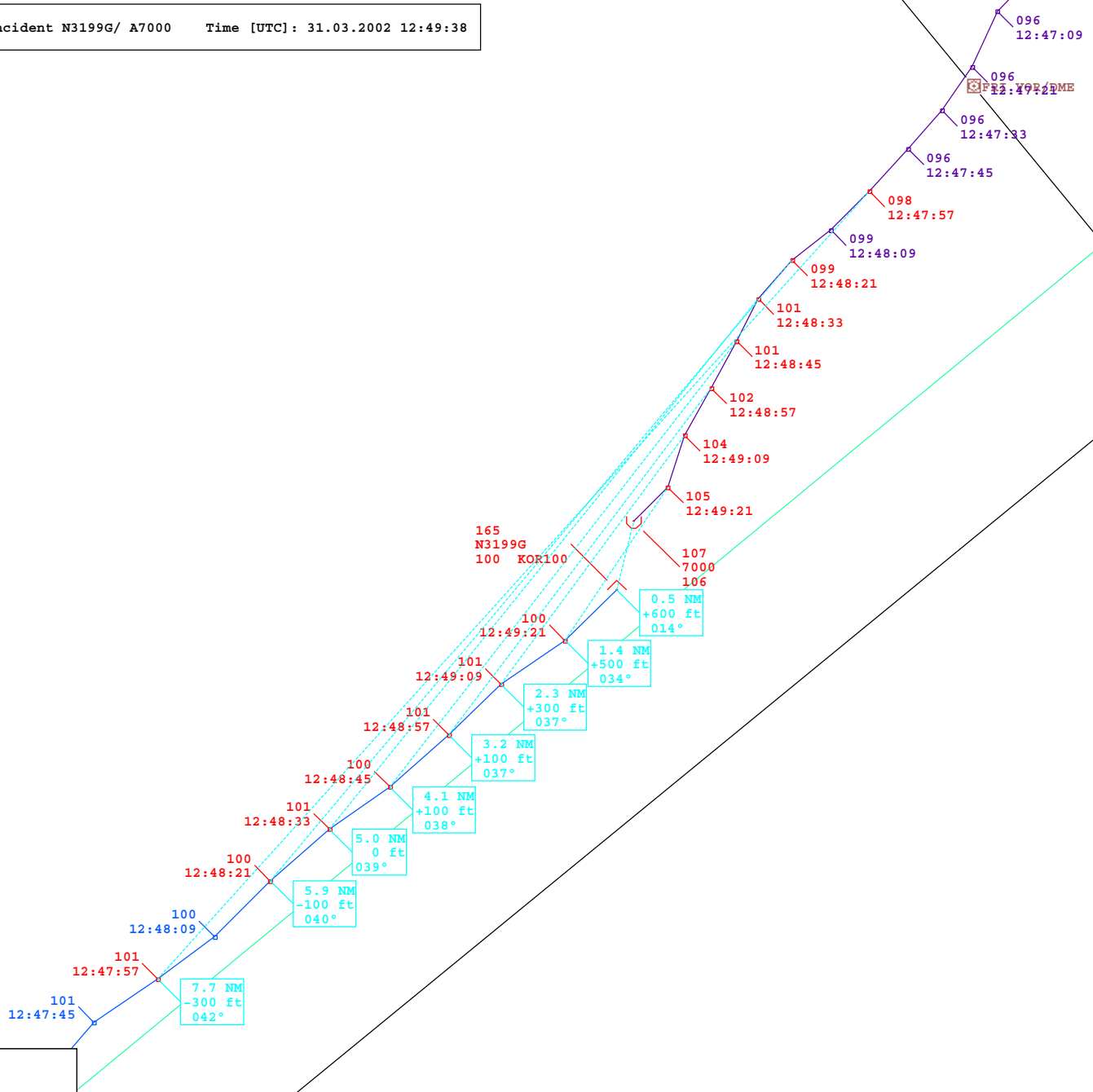
Name: Monica Simonet Eval Date: 02.04.2002

Src
ACC
ACN

Analysis: Incident N3199G/ A7000 Time [UTC]: 31.03.2002 12:49:38



TELNO



Name: Monica Simonet Eval Date: 02.04.2002