



# **Final Report of the Aircraft Accident Investigation Bureau**

concerning the incident (Airprox)

between KLM1929 and F-BVCF

on 11 December 2001

Aerodrome periphery of Geneva airport

**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)

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**PLACE** Aerodrome periphery of Geneva airport

**DATE/TIME** 11 December 2001/13:50 UTC

**AIRCRAFT** 1: KLM1929; Boeing 737-300; Amsterdam - Geneva  
2: F-BVCF DR400, VFR flight, Albi (F) - Lausanne

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**ATC UNIT** Aerodrome control

**CONTROLLER** Aerodrome controller

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**AIRSPACE** C and D

## HISTORY

On Tuesday, 11 December 2001 at about 09:00 UTC, the Type DR400 aircraft registration F-BVCF, a private flight under visual flight rules (VFR), took off from Albi aerodrome (LFCI France) with Lausanne as its destination. On its route in the direction of Grenoble-Chambéry, it met unfavourable meteorological conditions.

The DR400 aircraft flew above the cloud layer between Albi and Chambéry at flight level 075. The pilot contacted Chambéry Approach and requested information on the meteorological conditions at the aerodromes at Lausanne and Geneva. He informed Chambéry of his intention to descend towards 5500 ft in the VOR region of Chambéry.

Before penetrating Geneva TMA, the F-BVCF aircraft was transferred by Chambéry Approach control to the 119.525 frequency of Geneva TMA.

It appears that from this moment, the pilot lost his visual references.

The pilot called the Geneva TMA, which was not in operation. A recorded tape stated that due to a lack of personnel, VFR aircraft were requested to avoid the TMA. The pilot then transmitted a message without acknowledgement of reception on the TMA frequency and returned to the Chambéry approach frequency in order to report that he had not made contact with Geneva.

Preoccupied by the meteorological situation, the pilot advised Chambéry Approach of his intention to return to Annemasse aerodrome and then suddenly announced, on the Chambéry frequency, that he had a power station with four chimneys in view. He believed that he was above the town of Annecy and stated that he had very limited visibility. At this moment, Chambéry Approach realised that he was at Geneva. From the statements of the Chambéry Approach Controller, interrupted radar reception had prevented him from following the route of the aircraft.

Chambéry Approach then instructed the pilot to call the Geneva TWR frequency immediately on 118.700.

The Geneva control tower had noticed the intrusion of this flight, following a telephone call from Geneva Approach Control, which in turn had been informed by Chambéry approach control that there was a lost VFR aircraft approaching the Geneva control zone (CTR) from the west.

At this moment, the aircraft was to the north of the threshold of Runway 05, at 1.8 NM from the axis, with a heading converging on the route of a KLM aircraft of Type Boeing 737-300, which was on its final approach at the same altitude.

The KLM1929 flight immediately received traffic information from the aerodrome controller and made visual contact with the conflicting traffic.

According to the statements of the aerodrome controller, this traffic had not been observed and identified until the last moment.

THE pilot of F-BVCF observed the final approach traffic before crossing its route and initiated an avoidance turn to the left.

Following the request of the pilot, who declared himself bewildered, the aircraft was authorised to land at Geneva without delay. The landing took place normally.

The ATC service submitted an ATIR/AIRPROX report.

## FINDINGS

- The runway in use at Geneva was Runway 05.
- The meteorological bulletin at 10:50 UTC was as follows: wind from 030 degrees at 5 knots, variable between 360° and 070°, visibility 8 kilometres, base of the fragmented clouds at 1500 ft. The temperature was 1°, the dewpoint under 3°, the atmospheric pressure was 1030 hectopascals, no significant change.
- The Type DR400 aircraft, registration F-BVCF, had taken off from Albi (F) with Lausanne as its destination and flew by visual flight rules (VFR), setting the transponder code A7760 Mode C, the code allocated by Chambéry Approach, corresponding to the transit code from the Chambéry TMA towards the Geneva TMA.
- At 11:00, the F-BVCF aircraft was transferred by Chambéry Approach to the control frequency of the Geneva terminal region (TMA), 119.525. It received information concerning a certain number of IFR flights approaching Runway 05, under radar guidance, descending towards 6000 ft. The F-BVCF aircraft was 1 nautical mile from the south-west limit of the Geneva TMA, heading north-east.
- During his telephonic interview with the investigator, the pilot declared that he did not receive the VOR of GVA and that he did not have the VFR approach map for Geneva airport. He also stated that he had not entered the IMC condition (meteorological conditions of instrument flight) during his descent.
- The Geneva TMA frequency of 119.520 was not in operation. A recording transmitted the following message: "Due to lack of personnel, VFR traffic must avoid the TMA."
- A NOTAM was published on 1 December 2001 in the following terms: "If possible, VFR traffic must avoid the Geneva TMA when Geneva terminal 119.525 transmits the following message: "The Geneva terminal frequency is closed. If possible, VFR traffic must avoid the terminal region of Geneva. If this is impossible, the traffic shall contact Geneva Info 126.350 or Geneva Delta 119.175 ten minutes before in order to obtain authorisation to penetrate airspace D or C.(...)".
- At 11:00:24, F-BVCF called Geneva terminal. The responder activated the recorded tape and its message.
- According to his statement, the Air Traffic Controller of the control tower did not see the aircraft, either on the secondary radar or on the primary radar, during the 15 NM of its approach from the south-west. He only saw it between the VFR entry points "W – GW" just before the crossing of the two aircraft at the threshold of Runway 05. This was in contradiction to what appears on the radar record.
- At 11:00:40, F-BVCF penetrated the Geneva TMA, in airspace C, at 6800 ft descending, heading north-east.
- The aircraft was neither detected nor identified by Geneva Approach Control.
- Within the ATC jurisdiction, the approach control (APP) is responsible for IFR and VFR traffic within the approach sector.
- At 11:01:31, F-BVCF transmitted a message without acknowledgement of reception (blind transmission) containing his intentions to leave the VFR flight condition above the cloud layer in order to pass under the cloud layer, and giving his altitude and his heading. The recorded taped message was reactivated.
- At 11:02, F-BVCF returned to the Chambéry Approach frequency in order to report that he had not been able to establish contact with Geneva and that he must avoid the TMA.

- Chambéry Approach acknowledged receipt, stating that Geneva had not warned them in the morning.
- At 11:03, F-BVCF informed Chambéry Approach that the meteorological conditions were so marginal that he was considering making a half-turn and changing his route towards the Chambéry aerodrome.
- At 11:03:50, F-BVCF, having travelled 6 NM into the TMA, passed 3500 ft descending, leaving airspace C, maintaining his heading in the north-easterly direction.
- At 11:06, F-BVCF reported an improvement in the flight conditions and envisaged diverting to Annemasse.
- At 11:06, Chambéry Approach informed him that it had lost radar contact.
- At 11:09:30, F-BVCF penetrated into the Geneva CTR, at 2600 ft, in airspace D, following the river Rhône.
- At 11:13, F-BVCF reported, still on the frequency of Chambéry Approach, that he was passing the town of Annecy, but was not sure, and that he had just passed a power station with four large red and white chimneys.
- Chambéry Approach then informed F-BVCF that they again had radar contact and that he was on the axis of the Geneva Runway 05, at 250° and 3 NM from the town of Geneva.
- F-BVCF stated his intention of returning to Annemasse by making a turn to the right.
- After having made the turn to the right, F-BVCF was found to be 1.3 NM from the approach axis of the Runway 05, perpendicular to that axis, converging on the route of Flight KLM1929, on final approach to Runway 05.
- At 11:13, Chambéry Approach telephoned Geneva Approach to inform them that he could only see the traffic intermittently, at 4 NM from the airport and at an altitude of 2000 ft.
- At 11:14:06, KLM1929 received authorisation to land on Runway 05.
- At 11:14:26, Geneva Approach telephoned the Aerodrome Controller to inform him of the traffic.
- At 11:14:35, F-BVCF called the Geneva control tower, for the first time, on the 118.700 frequency.
- The control tower immediately reported the conflicting traffic to the pilot of Flight KLM1929.
- F-BVCF started a turn to the left in order to make a 360°.
- KLM1929 acknowledged receipt and stated that they had visual contact.
- According to his statement, the air traffic controller of the control tower claimed only to have located the aircraft on the secondary radar on the code A7760 between the VFR report points "W and GW", while admitting that a control error on the radar screen could be responsible for this.
- The minimum separation recorded between the aircraft was a horizontal distance of 1.8 NM and an altitude of 0 ft.
- The pilot of F-BVCF decided to land at Geneva, "no longer knowing where he was".
- The pilot of Flight KLM1929 has not been interviewed by the investigator. He made no comment on the frequency of the control tower and has not submitted an ATIR report.
- The Director of Operations of the control tower has submitted an ATIR report.

## ANALYSIS

Transiting above the cloud layer at flight level 75 in the terminal region of Chambéry, the pilot of the VFR flight, registration F-BVCF, was confronted with poor meteorological conditions. In order to maintain visual contact with the ground for purposes of orientation, he had to descend below the cloud layer while looking for gaps.

The pilot did not have sufficient information available regarding the meteorological conditions along the planned route of his flight plan, i.e.: Annemasse – Thonon – Lausanne.

Arriving above the Chambéry VOR, he requested permission to follow a north-easterly heading and to descend towards flight level 55. He was transferred by Chambéry Approach to the control frequency of the Geneva terminal region TMA, 119.525, 1.5 NM before penetrating into airspace C.

The pilot contacted the frequency and twice received the following recorded message: "Due to a lack of personnel, VFR traffic must avoid the TMA".

The pilot, in a difficult situation, then decided to transmit a message without acknowledgement indicating that he left the VFR on top (flight above the cloud formation) in order to pass under the cloud layer and descend to flight level 55.

It is necessary to point out that, according to his statements, he was not in IMC condition (instrument flight condition) at any time during this flight phase. In consequence, he did not consider himself a case of urgency.

The pilot also declared that he did not receive the transmission from the Geneva VOR (GVA). The visibility was so bad that the pilot lost orientation during this flight phase. He then resumed contact on the Chambéry Approach frequency in order to inform them that he envisaged re-routing to their aerodrome.

While he initially followed a north-easterly heading, he found himself on a north-north-west heading which brought him towards the approach axis of Geneva Runway 05.

Although Chambéry suggested that he make a half-turn to the right in order to rejoin the Chambéry VOR or the ILS axis, the aircraft reported an improvement in visibility and, believing that he was above the town of Annecy, indicated that he preferred to re-route to Annemasse. The pilot did not have a VFR approach map for Geneva airport on board and it seems that he preferred to re-route to the aerodrome of Annemasse.

In the meantime, the pilot – totally disoriented – maintained his heading in the direction of Geneva airport.

It should be mentioned that during this flight phase, F-BVCF was emitting the transponder code A7760 in mode C and that he was in radio contact with Chambéry Approach. According to a Franco-Swiss accord between the Geneva TMA and the Chambéry TMA, VFR flights in transit in the Geneva terminal region coming from the Chambéry TMA should set a code in the range A7760 – A7765. The transfer of communication took place without preliminary telephonic co-ordination.

For a reason which has not been clarified, the approach control neither detected the traffic nor reacted to it at the time of its intrusion in the controlled airspace of Geneva TMA.

The aerodrome controller claims not to have seen the traffic on his radar screen, adding "contrary to what appears on the radar records". He only saw the traffic when it passed between the points "W – GW", i.e. just before the AIRPROX.

According to the explanations of the two Skyguide radar experts, this factual state is not plausible except in the case of an inadequate adjustment of the radar screen.

According to the statements of the service supervisor at the time of the incident, the instruction concerning the utilisation of this new radar screen had been minimised.

Following the telephone call from Geneva Approach advising him of the traffic, the aerodrome controller very rapidly identified the aircraft F-BVCF and immediately reacted, giving essential traffic information to KLM1929.

The avoidance action of the DR400, by making a 360° turn, certainly reduced the risk of collision.

Nevertheless, the crossing of the aircraft took place at a separation of 1.8 NM at the same altitude. The visibility was 8 km and the ceiling was 1500 ft, at the limit of the suspension of VFR flights with application of the special flight rules in VFR (separation according to the instrument flight rules).

### **CAUSE**

The incident was due to the intrusion and the loss of orientation of a VFR aircraft in the region of the terminal control, subsequently in the control zone of Geneva airport, with poor visibility conditions.

Factors influencing the course of the incident:

The closure of the control position Geneva Terminal (TMA).

The transfer of communication by Chambéry Approach to an inactivated control frequency.

The defective message in automatic transmission on the TMA frequency.

The lack of detection of the aircraft by Geneva Approach Control.

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

Investigation into the **incident** that occurred on **11 December 2001**

- Subject of transcript: **KLM1929 - FBVCF (A7760)**
- Centre concerned: Geneva
- Designation of unit: TMA, TWR, GND
- Frequency / Telephone: 119.52 MHz  
118.7 MHz  
121.9 MHz  
Telephone APP and AD1
- Date and period covered by attached extract: 11 December 2001  
11:00 - 11:30 UTC
- Date of transcript: 24 December 2001
- 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, 24 December 2001

on behalf of M. Simonet



I. Rochat



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Abbreviations

|      |   |                                    |      |            |      |        |
|------|---|------------------------------------|------|------------|------|--------|
| TMA  | - | Geneva Terminal Control (Closed)   |      |            |      |        |
| TWR  | - | Geneva Tower Control               |      |            |      |        |
| GND  | - | Geneva Ground Control              |      |            |      |        |
| AD1  | - | Aerodrome Controller (by phone)    |      |            |      |        |
| APP  | - | Geneva Approach Control (by phone) |      |            |      |        |
| CBY  | - | Chambéry (by phone)                |      |            |      |        |
| 1929 | - | KLM1929                            | B733 | IFR flight | EHAM | - LSGG |
| 743  | - | Crossair 743                       | E145 | IFR flight | LFMN | - LSGG |
| 3483 | - | Iberia 3483                        | MD87 | IFR flight | LSGG | - LEMD |
| 583  | - | Alitalia 583                       | AT72 | IFR flight | LSGG | - LIMC |
| 11   | - | Swissair 11                        | A319 | IFR flight | LSGG | - LSZH |
| DAL  | - | DIWAL                              | BE9T | IFR flight | EDDL | - LSGG |
| 614  | - | Scandinavian 614                   | DC94 | IFR flight | LSGG | - EKCH |
| FCF  | - | FBVCF                              | DR40 | VFR flight | LFCI | - LSGG |

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## TRANSCRIPT SHEET

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

**Frequency 119.52 MHz: Geneva Terminal**

|            |            |          |  |   |
|------------|------------|----------|--|---|
| <b>TMA</b> | <b>FCF</b> | 11:00:24 | <b>A Genève info de... Fox Charlie Fox, bonjour.</b>   |   |
| <b>FCF</b> | <b>TMA</b> | 28       | <b>Cause manque de personnel, le trafic VFR doit éviter la TMA. Due to lack of staff, VFR shall avoid TMA.</b>   | Automatic reply                                       |
| TMA        | ?          | 40       | XXXXX de Suisse, c'est plus ce que c'était.  | Swear word<br>Unidentified aircraft<br>but not FBVCF. |
| ?          | TMA        | 43       | Cause manque de personnel, le trafic VFR doit éviter la TMA. Due to lack of staff, VFR shall avoid TMA.  | Automatic reply                                       |
| <b>TMA</b> | <b>FCF</b> | 11:01:31 | <b>Et pour information, Genève auto-info... DR quatre cents, Fox Bravo... Victor Charlie Fox, provenance Albi, destination... Lausanne. Actuellement, on quitte le soixante-quinze, on quitte le VFR on top pour passer sous la couche. On passe cinq mille pieds à mille treize en descente au cap zéro quarante.</b> |   |
| <b>FCF</b> | <b>TMA</b> | 52       | <b>Cause manque de personnel, le trafic VFR doit éviter la TMA. Due to lack of staff, VFR shall avoid TMA.</b>   | Automatic reply                                       |

**Frequency 118.7 MHz: Geneva Tower**

|             |             |          |  |                             |
|-------------|-------------|----------|--|-----------------------------|
| <b>TWR</b>  | <b>1929</b> | 11:11:05 | <b>Tower bonjour, KLM one nine two nine, ILS zero five.</b>  | Student controller speaking |
| <b>1929</b> | <b>TWR</b>  | 08       | <b>KLM one nine two nine, bonjour. Next report two miles.</b>  |                             |
| <b>TWR</b>  | <b>1929</b> | 12       | <b>Read you five.</b>  |                             |
| 743         | TWR         | 15       | Crossair seven four three, wind zero four zero degrees, seven knots, cleared to land runway zero five. |                             |
| TWR         | 743         | 19       | Cleared to land, Crossair seven four three.  |                             |
| 3483        | TWR         | 41       | Iberia three four eight three, contact departure, one two one decimal three, bye-bye.                  |                             |
| TWR         | 3483        | 45       | One two one decimal three, Iberia three four eight three, bye.   |                             |
| 743         | TWR         | 11:12:32 | Crossair seven four three, first right delta.  |                             |
| TWR         | 743         | 36       | First right, Crossair seven four three.  |                             |

Signature of  
person in charge:


## TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>   | Observations<br><u>Col.5</u> |
|--------------------|----------------------|----------------------|--|------------------------------|
| 583                | TWR                  | 11:12:47             | Alitalia... five eight three, continue taxi, a jet is overtaking you... from... the left.                                    |                              |
| TWR                | 583                  | 55                   | Okay we taxi, Alitalia five eight three.   |                              |
| 214                | TWR                  | 57                   | Cedar Jet two one four, wind zero six zero degrees, seven knots, cleared for take-off runway zero five.                      |                              |
| TWR                | 214                  | 11:13:02             | Cleared for take-off zero five, Cedar Jet two one four.  |                              |
| 743                | TWR                  | 04                   | Crossair seven four three, contact apron one two one decimal seven five, bye-bye.  |                              |
| TWR                | 743                  | 09                   | One two one seven five, Crossair seven four three, good-bye.   |                              |
| TWR                | 11                   | 39                   | Tower bonjour, Swissair eleven.  |                              |
| 11                 | TWR                  | 41                   | Swissair eleven, bonjour.  |                              |
| TWR                | DAL                  | 49                   | Geneva Tower, Delta India Whiskey Alfa Lima, bonjour, established one three miles out at the IL... reducing to one six zero. |                              |
| DAL                | TWR                  | 58                   | Delta Alfa Lima, bonjour, next report, two miles.  |                              |
| TWR                | DAL                  | 11:14:01             | Will report two miles, Alfa Lima.  |                              |
| <b>1929</b>        | <b>TWR</b>           | 03                   | <b>KLM one nine two nine, wind zero six zero degrees, seven knots, cleared to land runway zero five.</b>                     |                              |
| <b>TWR</b>         | <b>1929</b>          | 08                   | <b>Cleared to land zero five, KLM one nine two nine.</b>   |                              |
| 614                | TWR                  | 12                   | Scandinavian six one four, behind landing Boeing seven three seven, three miles, line up zero five and wait behind.          |                              |
| TWR                | 614                  | 19                   | Line up behind landing aircraft, Scandinavian six one four.  |                              |
| 214                | TWR                  | 24                   | Cedar Jet two one four, contact departure one two one decimal three, bye-bye.  |                              |
| TWR                | 214                  | 27                   | One two one decimal three, two one four. Au revoir, bonne journée.   |                              |
| 214                | TWR                  | 30                   | Bonne journée.   |                              |
| <b>TWR</b>         | <b>FCF</b>           | 35                   | <b>A Genève Tour bonjour, c'est le Fox Charlie Fox.</b>  |                              |

Signature of  
person in charge:


## TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>  | Observations<br><u>Col.5</u> |
|--------------------|----------------------|----------------------|---|------------------------------|
| 1929               | TWR                  | 11:14:38             | <b>KLM one nine two nine, traffic VFR, unknown, eleven o'clock, two miles, two thousand five hundred feet.</b>  | Coach takes over             |
| TWR                | 1929                 | 43                   | <b>Roger, KLM one nine two nine, in sight.</b>  |                              |
| FCF                | TWR                  | 47                   | <b>Fox Alfa... quelque chose, répétez.</b>  |                              |
| TWR                | FCF                  | 50                   | <b>Oui, c'est le trafic VFR, Fox Bravo Victor Charlie Fox. On fait un trois cent soixante en éloignement, on est visuel sur vos installations, on était plus en conditions VFR. On cherche à aller sur Annemasse, on attend votre priorité.</b>       |                              |
| FCF                | TWR                  | 11:15:01             | <b>Et vous voulez aller à Annemasse comment? Par-dessus ou par-dessous.</b>   |                              |
| TWR                | FCF                  | 03                   | <b>A votre convenance, Madame. Par-dessus ça me semble difficile pour garder les conditions VFR.</b>  |                              |
| FCF                | TWR                  | 08                   | <b>Oui, mais vous pensez qu'Annemasse, c'est conditions VFR?</b>  |                              |
| TWR                | FCF                  | 11                   | <b>A ?????? information particulière avec Chambéry, donc... on est en hold, ou éventuellement, en fonction de votre trafic..., si vous m'autorisez une longue finale chez vous, je suis preneur, parce que là, on ne sait plus trop où on en est.</b> | Probably " pas d' "          |
| FCF                | TWR                  | 22                   | <b>D'accord, alors vous virez maintenant en base main gauche. Vous avez la piste zéro cinq en vue?</b>  |                              |
| TWR                | FCF                  | 27                   | <b>Base main gauche, je me positionne pour une longue finale zéro cinq. J'avais la piste en vue tout à l'heure, je fais une approche de précaution, Fox Charlie Fox.</b>  |                              |
| 614                | TWR                  | 34                   | Scandinavian six one four, hold position, cancel line up clearance, I confirm, hold position.   |                              |
| TWR                | 614                  | 38                   | Holding, Scandinavian six one four.   |                              |
| TWR                | FCF                  | 50                   | <b>Fox Charlie Fox, je suis en base zéro cinq.</b>  |                              |
| FCF                | TWR                  | 52                   | <b>Fox Charlie Fox, poursuivez l'approche, numéro un pour la piste zéro cinq béton.</b>   |                              |
| TWR                | FCF                  | 56                   | <b>Numéro un, on fait une approche rapide si ça vous intéresse.</b>   |                              |
| FCF                | TWR                  | 11:16:00             | <b>Faites une approche au mieux, Charlie Fox.</b>   |                              |

Signature of  
person in charge:


## TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>  | Observations<br><u>Col.5</u>         |
|--------------------|----------------------|----------------------|---|--------------------------------------|
| TWR                | FCF                  | 02                   | <b>Une approche au mieux, Fox Charlie Fox.</b>  |                                      |
| 1929               | TWR                  | 11:16:23             | <b>KLM one nine two nine, here right, contact apron, one two one seven five, good-bye.</b>  |                                      |
| TWR                | 1929                 | 27                   | <b>Right here, and one two seven five, one nine two nine, bye-bye.</b>  |                                      |
| FCF                | TWR                  | 30                   | <b>Fox Charlie Fox, autorisé atterrissage zéro cinq béton, vent zéro quarante degrés, six nœuds.</b>  |                                      |
| TWR                | FCF                  | 34                   | <b>Pour cinq béton, on s'aligne longue finale phare allumé. On est autorisé à atterrir, Fox Charlie Fox.</b>                                |                                      |
| TWR                | DAL                  | 11:17:38             | Delta Alfa Lima, four miles out, field in sight.  |                                      |
| DAL                | TWR                  | 41                   | Delta Alfa Lima, roger, continue approach, becoming number one, wind zero for zero degrees, five knots.                                     |                                      |
| TWR                | DAL                  | 46                   | XXXXX.  | Microphone noise meaning understood. |
| 614                | TWR                  | 11:18:01             | Scandinavian six one four, behind twin engine passing now three miles final, line up runway zero five behind.                               |                                      |
| TWR                | 614                  | 08                   | Behind twin engine on final, line up and wait behind, Scandinavian six one four.  |                                      |
| TWR                | DAL                  | 19                   | Geneva, Alfa Lima, heu for information, we go to TAG Aviation, if possible.   |                                      |
| DAL                | TWR                  | 24                   | Roger, it will be to the right, Alfa Lima.  |                                      |
| TWR                | DAL                  | 26                   | XXXXX.  | Microphone noise meaning understood. |
| FCF                | TWR                  | 31                   | <b>Fox Charlie Fox, continuez à rouler, ce sera la première à gauche.</b>   |                                      |
| TWR                | FCF                  | 36                   | <b>Première à gauche, Fox Charlie Fox.</b>  |                                      |
| FCF                | TWR                  | 38                   | <b>Oui, essayer de faire rapide, trafic en courte finale.</b>   |                                      |
| TWR                | DAL                  | 42                   | Delta Alfa Lima, preceding single engine is vacating via Yankee, cleared to land runway zero five, wind zero five zero degrees, five knots. |                                      |
| DAL                | TWR                  | 50                   | Cleared to land zero five, Delta Alfa Lima.   |                                      |
| TWR                | FCF                  | 11:19:10             | <b>Fox Charlie Fox a ??????</b>   | Unreadable                           |

Signature of  
person in charge:


## TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>   | Observations<br><u>Col.5</u> |
|--------------------|----------------------|----------------------|--|------------------------------|
| FCF                | TWR                  | 12                   | <i>Merci Charlie Fox, vous maintenez position et contactez maintenant cent vingt et un décimal neuf.</i> |                              |
| TWR                | FCF                  | 11:19:17             | <i>Cent vingt et un décimal neuf, Fox Charlie Fox.</i>   |                              |
| FCF                | TWR                  | 20                   | <i>Au revoir.</i>  |                              |
| TWR                | FCF                  | 21                   | <i>Au revoir, Madame, merci beaucoup.</i>  |                              |

**Frequency 121.9 MHz: Geneva Ground**

|     |     |          |   |            |
|-----|-----|----------|---|------------|
| GND | FCF | 11:19:29 | <i>Genève Sol bonjour, c'est Fox Charlie Fox.</i>   |            |
| FCF | GND | 32       | <i>Oui, Charlie Fox, bonjour. Vous pouvez rouler tranquillement Yankee à votre parking. Vous pouvez me donner les éléments...ind...indicatif complet et votre provenance et destination initiale.</i>   |            |
| GND | FCF | 44       | <i>Et l'indicatif complet. Donc un DR quatre cents, Fox Bravo Victor Charlie Fox, provenance c'est Albi, la destination initiale c'était Lausanne, sous plan de vol VFR. Et, heu... donc on remonte et on prendra le, le parking qui est sur la gauche, c'est correct ?</i> |            |
| FCF | GND | 11:20:00 | <i>Oui oui, vous pouvez rouler sur la... sur la voie d'accès en béton... Yankee et ensuite ça sera probablement sur le gazon. Je vais voir avec le véhicule, il vient vous chercher.</i>  |            |
| FCF | GND | 15       | <i>Vous avez l'abréviation... OACI pour Albi ?</i>  |            |
| GND | FCF | 18       | <i>C'est LFCI, Lima Fox Charlie India.</i>  |            |
| FCF | GND | 21       | <i>Merci.</i>   |            |
| FCF | GND | 11:21:21 | <i>Charlie Fox, vous pouvez continuer à rouler.</i>   |            |
| GND | FCF | 25       | <i>Charlie Fox, c'est tout droit ?</i>  |            |
| FCF | GND | 27       | <i>Oui oui, tout droit. Vous continuez sur la voie d'accès. La voiture vous attend là au bout.</i>  |            |
| GND | FCF | 31       | <i>Ah oui, je visuel sur le ?????? okay.</i>  | Unreadable |
| GND | FCF | 11:24:19 | <i>Fox Charlie Fox, on est au parking... on voudrait confirmation que le plan de vol est clôturé. On voudrait quitter la fréquence.</i>   |            |

Signature of  
person in charge:


## TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>  | Observations<br><u>Col.5</u> |
|--------------------|----------------------|----------------------|---|------------------------------|
| <b>FCF</b>         | <b>GND</b>           | 26                   | <b><i>Oui, j'ai fait le nécessaire pour la diversion à Lausanne.</i></b>                    |                              |
| <b>GND</b>         | <b>FCF</b>           | 29                   | <b><i>Ben écoutez, je vous remercie beaucoup de votre aide et je vous dis à demain.</i></b> |                              |
| <b>FCF</b>         | <b>GND</b>           | 11:24:33             | <b><i>Oui, bien reçu, à demain. Je vous souhaite une bonne journée.</i></b>                 |                              |
| <b>GND</b>         | <b>FCF</b>           | 35                   | <b><i>Merci Monsieur, au revoir.</i></b>  |                              |
| <b>FCF</b>         | <b>GND</b>           | 36                   | <b><i>Au revoir.</i></b>  |                              |

**Telephone Approach Controller position DPC**

|     |     |          |  |   |
|-----|-----|----------|--|---|
| CBY | APP | 11:13:53 | Oui, allô ?  |   |
| APP | CBY | 53       | Oui, tu vois le soixante-dix-sept soixante, on le voit nous par intermittence, il t'a contacté...            |   |
| CBY | APP | 58       | Soixante...  |   |
| APP | CBY | 58       | ...il était entrain de chercher un trou et puis...il essaye d'aller à Annemasse. Il voit une grosse ville... |   |
| CBY | APP | 11:14:03 | Attends, il, il est quelle position chez moi...  |   |
| APP | CBY | 05       | ????? soixante-dix-sept soixante, il...  | Unreadable due to simultaneous transmission                               |
| CBY | APP | 06       | ... ah, oui oui !  |   |
| APP | CBY | 06       | ... est à quatre nautiques de chez toi...  |   |
| CBY | APP | 08       | Ouais.   |   |
| APP | CBY | 08       | ...et il est à deux mille pieds QNH.   |   |
| CBY | APP | 10       | Il est sur ta fréquence ?  |   |
| APP | CBY | 11       | Deux mille pieds, mille treize, ouais.   |   |
| CBY | APP | 12       | Tu l'as pas... passe le avec la Tour de Genève, cent dix-huit sept.  |   |
| APP | CBY | 14       | Cent dix-huit sept...  |   |
| CBY | APP | 16       | Et rapidement s'te plaît.  | CBY says something unreadable due to two people speaking at the same time |
| APP | CBY | 16       | ...Genève dès maintenant. Okay, d'accord.  |   |

Signature of  
person in charge:


## TRANSCRIPT SHEET

| To<br><u>Col.1</u>  | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>  | Observations<br><u>Col.5</u> |
|---|----------------------|----------------------|---|------------------------------|
| <b><u>Telephone Aerodrome Controller position AD1</u></b> |                      |                      |   |                              |
| APP   | AD1                  | 11:14:26             | Allô ?  | Coach                        |
| AD1   | APP                  | 26                   | Le septante-sept soixante, est effectivement un avion. Il est en contact avec Chambéry. On le lui a dit de te le passer immédiatement, il cherche à aller sur Annemasse.                                |                              |
| APP   | AD1                  | 33                   | Ah, nom de Dieu.  |                              |
| AD1   | APP                  | 24                   | Tu lui fais un appro.   | Phone conversation cut.      |
| AD1   | APP                  | 11:27:50             | Oui ?   | Man's voice                  |
| APP   | AD1                  | 50                   | Oui je rappelle pour le Charlie Fox, XXXXX elle est là ?  | Name of controller           |
| AD1   | APP                  | 53                   | Heu..., ouais, appelle au DEP, DEP, DEP, DEP.   |                              |
| APP   | AD1                  | 56                   | DEP, merci.   |                              |
| AD1   | APP                  | 11:28:01             | Oui ?   | Woman's voice                |
| APP   | AD1                  | 02                   | Je te rappelle juste pour le Charlie Fox, comme j... on fait quand même un petit OIR...   |                              |
| AD1   | APP                  | 05                   | Oui !   |                              |
| APP   | AD1                  | 05                   | ...toi t'as eu un téléphone de Chambéry ? C'est ça, ou bien ?   |                              |
| AD1   | APP                  | 08                   | Ben, au moment ouais où je t'ai appelé, on venait d'avoir un téléphone de Chambéry pour dire que le septante-sept soixante cherchait Annemasse et puis que... il était peut-être dans notre zone, quoi. |                              |
| APP   | AD1                  | 17                   | Ah d'accord ! Il avait appelé sur leur fréquence, ou bien ?   |                              |
| AD1   | APP                  | 19                   | Ben apparemment.  |                              |
| APP   | AD1                  | 21                   | D'accord. Et puis le Chambéry, tu sais pas sur quelle fréquence il l'avait shooté ?   |                              |
| AD1   | APP                  | 11:28:24             | Aucune idée.  |                              |
| APP   | AD1                  | 25                   | D'accord. Ben je vais peut-être juste leur demander.  |                              |
| AD1   | APP                  | 26                   | Ben, je trouve qu'il a eu une bonne idée... bonne idée, parce qu'on se disait justement que c'est peut-être un type qui nous aurait appelé à la TMA...  |                              |
| APP   | AD1                  | 31                   | Tout à fait.  |                              |

Signature of  
person in charge:




TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>   | Observations<br><u>Col.5</u>       |
|--------------------|----------------------|----------------------|--|------------------------------------|
| AD1                | APP                  | 31                   | ...si il y en avait eu une et puis...  |                                    |
| APP                | AD1                  | 11:28:32             | Justement c'est pour ça que l'on veut savoir avant, s'il a été, s'il a pas été... je veux dire, il a posé là, et il était un peu tout déprimé, donc c'est pas... |                                    |
| AD1                | APP                  | 39                   | Ah, il a posé chez vous finalement ?   |                                    |
| APP                | AD1                  | 41                   | ????? il a posé à Genève.  | Unreadable, double communication.  |
| AD1                | APP                  | 41                   | Ah, c'est bien.  |                                    |
| APP                | AD1                  | 42                   | Il était un peu perdu ??????   | Unreadable, double communication.  |
| AD1                | APP                  | 43                   | Ça je veux bien croire, avec une météo comme ça, mais oui.   |                                    |
| APP                | AD1                  | 47                   | S'il avait peut-être pu nous appeler...  |                                    |
| AD1                | APP                  | 48                   | Oui...   |                                    |
| APP                | AD1                  | 49                   | ...il ne serait peut-être pas allé...  |                                    |
| AD1                | APP                  | 50                   | ...est ce que tu vas essayer d'appeler toi Chambéry ?  |                                    |
| APP                | AD1                  | 51                   | Ouais, je vais essayer de les appeler.   |                                    |
| AD1                | APP                  | 52                   | Oui.   |                                    |
| APP                | AD1                  | 52                   | Merci.   |                                    |
| AD1                | APP                  | 53                   | Okay.  |                                    |
| APP                | AD1                  | 53                   | Ciao.  |                                    |
| AD1                | CBY                  | 11:29:03             | Oui ?  |                                    |
| CBY                | AD1                  | 03                   | Salut, je te téléphone pour le... Fox Bravo Victor Charlie Fox.  |                                    |
| AD1                | CBY                  | 06                   | Oui.   |                                    |
| CBY                | AD1                  | 07                   | J'aimerais juste savoir si tu lui as donné une fréquence quand il a quitté ton... ta zone.   |                                    |
| AD1                | CBY                  | 11                   | Heu, ben..., quand il a... quitté une première fois Charlie Bravo Yankee, on te l'avait envoyé chez toi sur cent... heu... cent, cent trente...                  |                                    |
| CBY                | AD1                  | 18                   | Cent dix-neuf cinquante-deux.  |                                    |
| AD1                | CBY                  | 18                   | ?????  | Unreadable, crossed communication. |

Signature of  
person in charge:



## TRANSCRIPT SHEET

| To<br><u>Col.1</u> | From<br><u>Col.2</u> | Time<br><u>Col.3</u> | Communications<br><u>Col.4</u>  | Observations<br><u>Col.5</u>              |
|--------------------|----------------------|----------------------|---|---|
| CBY                | AD1                  | 19                   | D'accord.   |   |
| AD1                | CBY                  | 11:29:20             | Et il nous a rappelé en disant que bon ben vous étiez pas assez nombreux, machin et tout...   |   |
| CBY                | AD1                  | 23                   | Voilà !   |   |
| AD1                | CBY                  | 24                   | ... et puis nous on l'a perdu. Tu sais de temps en temps, on le perdait au radar.   |   |
| CBY                | AD1                  | 27                   | Oui oui, tout a fait.   |   |
| AD1                | CBY                  | 28                   | Excuse-moi.   |   |
| CBY                | AD1                  | 28                   | Oui.  | CBY controller on frequency with traffic. |
| AD1                | CBY                  | 39                   | Voilà. Euh, à la vitesse où il monte, celui-là, ha ha, ????? qu'il stabilise, ça va être fichu. Heu, oui, donc, en fin de compte, heu ben on le voyait par intermittence... | Unreadable                                |
| CBY                | AD1                  | 48                   | Oui.  |   |
| AD1                | CBY                  | 49                   | ...et puis... moi j'étais un petit peu en retrait, puis a un moment donné je l'ai vu, il était vraiment... près de chez vous quoi.  |   |
| CBY                | AD1                  | 53                   | Oui.  |   |
| AD1                | CBY                  | 54                   | Il est réapparu, donc j'ai vite appelé quoi.  |   |
| CBY                | AD1                  | 56                   | Oui oui.  |   |
| AD1                | CBY                  | 57                   | Parce que nous on l'avait, il nous avait dit qu'il continuait sous la TMA en VFR pour Annemasse.  |   |
| CBY                | AD1                  | 11:30:00             | Oui oui, il s'est perdu en fait.  |   |
| AD1                | CBY                  | 02                   | Voilà, et donc pendant longtemps il était en ?????, mais un moment donné, il a dévié vers le nord et il s'est retrouvé dans l'axe de chez toi.                              | Unreadable                                |
| CBY                | AD1                  | 07                   | Ouais ouais d'accord, parfait.  |   |
| AD1                | CBY                  | 08                   | Voilà.  |   |
| CBY                | AD1                  | 08                   | Merci.  |   |
| AD1                | CBY                  | 09                   | Il a posé chez vous ?   |   |
| CBY                | AD1                  | 10                   | Oui, il a posé chez nous, ouais. Il est sain et sauf, tout va bien.   |   |
| AD1                | CBY                  | 12                   | Enfin, au départ, il était prévu pour Lausanne ?  |   |

Signature of  
person in charge:



TRANSCRIPT SHEET

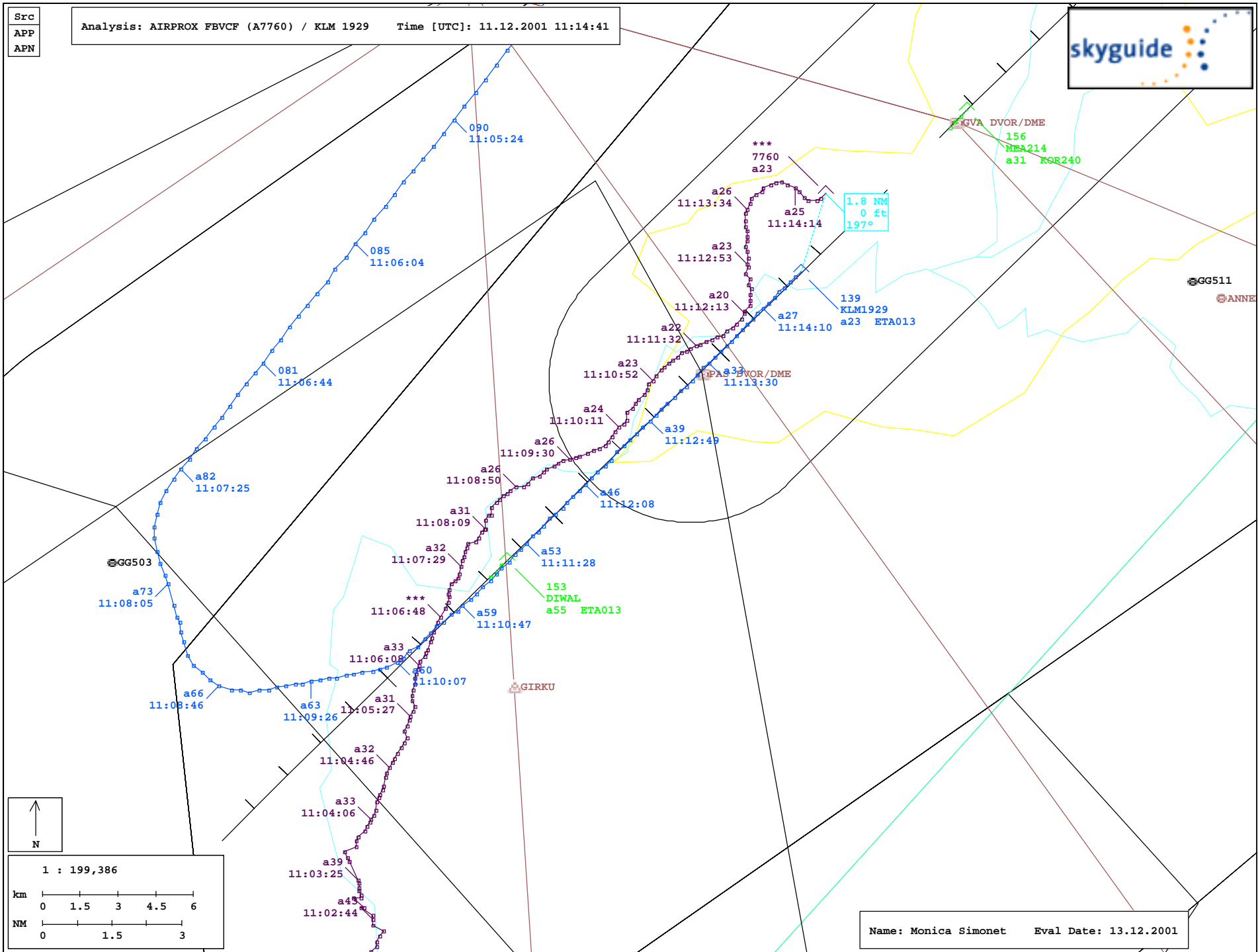
| <u>To</u><br><u>Col.1</u> | <u>From</u><br><u>Col.2</u> | <u>Time</u><br><u>Col.3</u> | <u>Communications</u><br><u>Col.4</u>   | <u>Observations</u><br><u>Col.5</u> |
|---------------------------|-----------------------------|-----------------------------|---|-------------------------------------|
| CBY                       | AD1                         | 14                          | Oui oui, on a fait la diversion.  |                                     |
| AD1                       | CBY                         | 11:30:15                    | Okay, ben d'accord.   |                                     |
| CBY                       | AD1                         | 16                          | Merci beaucoup, hein.   |                                     |
| AD1                       | CBY                         | 17                          | Et puis j'espère qu'il a pas trop posé de problèmes quand même, hein ?  |                                     |
| CBY                       | AD1                         | 19                          | Non non, mais en fait..., en fait ce qui nous pose le problème c'est qu'on nous ait fermé notre TMA, donc c'est pour cela qu'on en arrive là. |                                     |
| AD1                       | CBY                         | 24                          | Tu veux qu'on les envoie sur une fréquence comme ça, ?????  | Unreadable, quality fades           |
| CBY                       | AD1                         | 27                          | Non non, pour le moment il faut continuer comme ça, et puis ça fera peut-être, ça fera peut-être bouger les choses.                           |                                     |
| AD1                       | CBY                         | 33                          | Ben, je crois que le manque de personnel, malheureusement, c'est un peu partout.  |                                     |
| CBY                       | AD1                         | 35                          | Oui, je cois que c'est pour tout le monde, hein.  |                                     |
| AD1                       | CBY                         | 37                          | Bon courage.  |                                     |
| CBY                       | AD1                         | 38                          | Merci, alors.   |                                     |
| AD1                       | CBY                         | 39                          | ?????   | Unreadable                          |
| CBY                       | AD1                         | 39                          | Salut, bonne journée.   |                                     |

23/02/2004 / GED1/ri  
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Signature of  
person in charge:

Src  
APP  
APN

Analysis: AIRPROX FBVCF (A7760) / KLM 1929 Time [UTC]: 11.12.2001 11:14:41



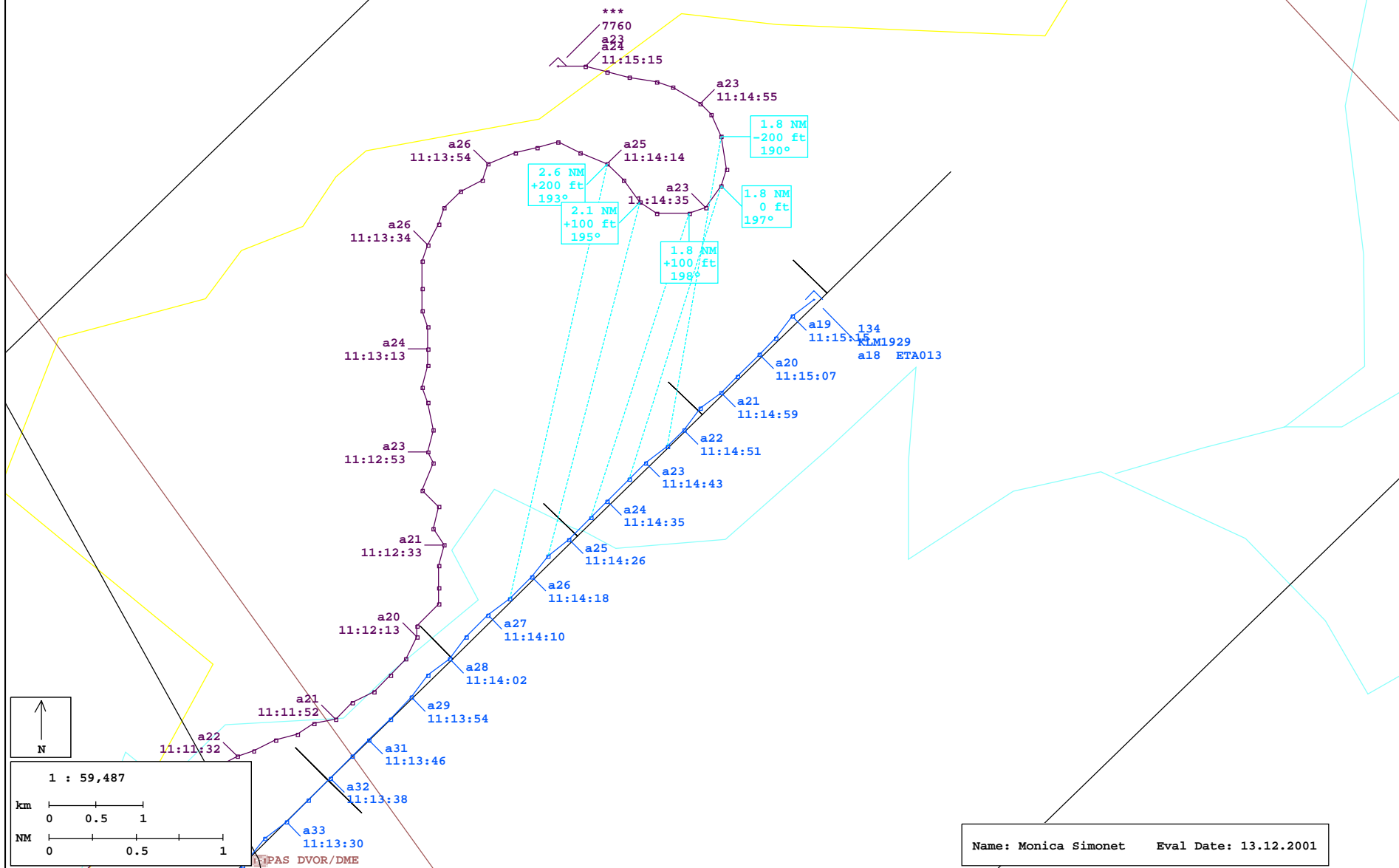
Name: Monica Simonet Eval Date: 13.12.2001

Src  
APP  
APN

Analysis: AIRPROX FBVCF (A7760) / KLM 1929 Time [UTC]: 11.12.2001 11:15:21



FIGVA DVOR/DME



Name: Monica Simonet Eval Date: 13.12.2001