
Ground collision, Final Report by the Aircraft Accident Investigation Bureau on the collision on the ground between Crossair AG AVRO RJ100, HB-IYX and TAM, Brazilian Airlines Airbus A330-200, PT-MVB on 27 December 2001, 19:39 UTC Zurich Airport

Micro-summary: A glancing collision between two airplanes preparing for takeoff.

Event Date: 2001-12-27 at 1939 UTC

Investigative Body: Aircraft Accident Investigation Bureau (AAIB), Switzerland

Investigative Body's Web Site: <http://www.bfu.admin.ch>

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**Final Report
by the Aircraft Accident
Investigation Bureau**

on the collision on the ground between

Crossair AG AVRO RJ100, HB-IYX

and

TAM, Brazilian Airlines Airbus A330-200, PT-MVB

on 27 December 2001, 19:39 UTC

Zurich Airport

Ursachen

Der Zusammenstoss erfolgte, weil die Besatzung des rollenden TAM8071 nicht erkannte, dass die auf der rechten Seite ihres Rollweges stillstehende CRX874 noch nicht vollständig in die *standby for deicing*-Position gerollt war und der zur Verfügung stehende Platz nicht für ein Passieren mit einem Flugzeug von der Grösse eines A330-200 ausreichte.

Zum Zwischenfall kann beigetragen haben:

- Mögliche Ablenkung des für die Hindernisfreiheit auf der rechten Seite zuständigen Copiloten des TAM8071 durch den Frequenzwechsel auf die TWR-Frequenz.

**Federal Department of Environment, Transport, Energy and Communications
Aircraft Accident Investigation Bureau**

Final Report

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)

Collision on the ground between the aircraft

Owner:	Kevin Ltd., P.O. Box 5211, 1211 Geneva 11
Operator:	Crossair AG, 4030 Basle Airport
Aircraft type:	AVRO RJ100
Nationality:	Swiss
Registration:	HB-IYX
Location:	Zurich Airport
Date and time:	27 December 2001, 19:39 UTC

and the aircraft

Owner:	TAM, Brazilian Airlines/Linas Aéreas
Operator:	TAM, Brazilian Airlines/Linas Aéreas
Aircraft type:	Airbus A330-200
Nationality:	Brazilian
Registration:	PT-MVB
Location:	Zurich Airport
Date and time:	27 December 2001, 19:39 UTC

General

On the evening of 27 December 2001, the Airbus A330-200 PT-MVB of the Brazilian airline TAM with the ATC callsign TAM8071 was taxiing to runway 28 for a flight to Frankfurt. As it was doing so, a glancing collision occurred with the Crossair AVRO RJ100 HB-IYX, which was waiting to enter the remote de-icing position east RWY28 'RIO'.

The investigation

The Aircraft Accident Investigation Bureau was informed of the collision on 27 December 2001 at 20:05 UTC by the duty officer at Zurich Unique airport. The investigator arrived at the location of the incident at about 20:50 UTC and opened the investigation. At this time both of the aircraft involved had moved from at the original location at which the collision occurred.

1 Facts

1.1 Pre-flight history and history

1.1.1 Pre-flight history

In order to prevent excessively restricted capacity at Zurich Airport during snowfall or under other conditions which necessitate de-icing of departing aircraft, the winter of 2001/2002 saw the introduction of the remote de-icing position east (RIO) in addition to the existing remote de-icing position west. In topographical terms this remote de-icing position east was located in the area of by-pass RWY28. The concept behind this was to be able to de-ice departing aircraft with their engines running as shortly before take-off as possible. This introduction was planned by the airport operator, Zurich Unique airport, together with the aircraft de-icing provider SR Technics. During the first winter season, as a trial, the remote de-icing position east was to be made available only to specific aircraft types in the Swissair Group, primarily because space on bypass RWY28 is limited. The remote de-icing position east RWY28 was authorised only for specific aircraft types up to the maximum size of an Airbus A321 or Boeing B757 respectively. Whilst they were in these remote de-icing areas, crews were in contact with the de-icing coordinator on a separate frequency. The remote de-icing position east RWY28 was provided with two eye lines on the tarmac which were each applied on the left-hand side at right angles to the yellow centre line of the taxiway. The purpose of these lines is to enable the pilot to bring the aircraft to a halt when he is precisely on the marker. The first position was marked 'STANDBY FOR DE-ICING' and the second position 'STOP FOR DE-ICING'. De-icing was carried out only at the second position. The line for the 'STOP FOR DE-ICING' was aligned so that an aircraft undergoing de-icing does not blast snow or slush onto the aircraft which is in the 'STANDBY FOR DE-ICING' position. In order to alleviate this blast problem, the preparations for the de-icing season included prohibiting all wide-bodied aircraft from taking off from runway 28 when RIO is active, because such aircraft might direct jet-blast onto the RIO area when turning in from taxiway A onto runway 28.

1.1.2 History

On the evening of Thursday 27 December 2001, flight TAM8071 was scheduled to fly from Zurich via Frankfurt to São Paulo. At about the same time, CRX874 was scheduled to fly from Zurich to London City Airport. The Crossair AVRO RJ100 taxied from stand I 96 via the inner taxiway and taxiway A to the remote de-icing position east (RIO), where it was to be de-iced. Since the remote de-icing area east RWY28 was still occupied by two aircraft, the crew of CRX874 could only taxi part of the way into by-pass area RWY28, which was being used as the remote de-icing position east. The TAM Airbus A330 was de-iced at gate B33 and then taxied via taxiway A to the holding point for runway 28. In the area of the turn-off from taxiway A to the remote de-icing position east, the right winglet of the Airbus A330 collided with the rudder assembly of the waiting Crossair AVRO RJ100. In the AVRO RJ100, which had been waiting to enter the standby for de-icing position with parking brake applied, the crew felt the aircraft vibrate, at which point the commander noticed the Airbus 330-200 taxiing past on the left-hand side. In view of the fact that the wing of the TAM aircraft had grazed the Crossair aircraft, the crew of CRX874 immediately informed Zurich Tower on the appropriate frequency.

The crew of the TAM A330-200 did not notice the glancing collision and were informed by a call on the TWR frequency that they might possibly have been in a collision with another aircraft. The TAM crew then taxied their aircraft back to gate B33.

The crew of the Crossair aircraft also taxied back to the stand.

1.2 Injuries to persons

None.

1.3 Damage to the aircraft involved

Substantial damage was found on the Crossair AVRO RJ100 at the transition from the horizontal to the vertical stabiliser; because of this, the aircraft was no longer in an airworthy condition.

On the TAM Airbus A330-200 only scratches were found on the outside of the right winglet. This aircraft was able to begin its scheduled flight after examination by experts from the maintenance company.

1.4 Damage to third parties

None.

1.5 Persons involved

1.5.1 Pilot of TAM Airbus A330-200 PT-MVB

Brasilian citizen, male, born 1960

Licence: Airline Transport Pilot Licence, issued by
Departamento de Aviação Civil do Brasil, valid
until 1.2.2002

Ratings: A330 PiC / IFR

Flying experience

Total: 7255 h, of which 3076 h on A330

Last 90 days: 240 h, of which 240 h on A330

1.5.2 Co-pilot TAM Airbus A330-200 PT-MVB

Brasilian citizen, male, born 1959

Licence: Airline Transport Pilot Licence, issued by Departamento de Aviação Civil do Brasil, valid until 6.3.2002

Ratings: A330 COPI/IFR

Flying experience

Total: 4470 h, of which 1805 h on A330

Last 90 days: 260 h, of which 260 h on A330

1.5.3 Pilot Crossair AG AVRO RJ100
Swiss citizen, female, born 1957
Licence: Airline Transport Pilot Licence CH
Ratings: AVRORJ/BAe146 PiC
Flying experience
Total: 9536.6 h, of which 2275.8 h on AVRORJ/BAe146
Last 90 days: 84.5 h, of which 84.5 h on AVRORJ/BAe146

1.5.4 IFR Crossair AG AVRO RJ100
Swiss citizen, male, born 1977
Licence: Commercial Pilot Licence CH
Ratings: AVRORJ/BAe146 COPI
Flying experience
Total: 562.5 h, of which 460 h on AVRORJ/BAe146
Last 90 days: 113.4 h, of which 113.4 h on AVRORJ/BAe146

1.6 The TAM aircraft

Type: Airbus A330-200
Characteristics: Two-engined medium- and long-range aircraft, low-wing construction, winglets

The Crossair aircraft

Type: British Aerospace AVRO 100
Characteristics: Four-engined short-range aircraft, high-wing construction

1.7 Weather

1.7.1 General weather situation

It snowed several times during 27 December 2001 and runways and taxiways had to be cleared. According to crew statements, the taxi markings were partially covered by snow or slush. At the time of the glancing collision it was snowing lightly.

1.7.2 Weather at the time and place of the accident

METAR LSZH 27.12.2002

LSZH 1920z 21008KT 1800 -SN FEW004 BKN010 BKN015 M01/M02 Q1014 WS
ALL RWY 88290099 TEMPO 0800 SN=

LSZH 1950z 23011KT 2200 -SN FEW005 BKN015 BKN020 M01/M03 Q1014 WS
ALL RWY 88290099 TEMPO 0800 SN=

1.8 Navigation ground equipment

Not involved.

1.9 Radiocommunications

According to Appendix No. 2.

1.10 Airport equipment

According to the Zurich Unique airport responsible duty officer and both crews, all lighting was operational, the yellow centre lines of the taxiways were partially covered with snow and difficult to see.

1.11 Flight recorders

Not analysed.

1.12 Information on the location of the accident**1.12.1 Accident location**

Turn-off from taxiway A to the by-pass area RWY28.

1.13 Medical facts

All crew members involved possessed valid medicals and indicated no restrictions on their capabilities.

1.14 Fire

No fire broke out.

1.15 Possibilities of survival

No-one was injured.

1.16 Special investigations

During the investigation it was found that there was a certain lack of clarity in the agreements between the airport operator and the operator of 'Zurich apron control', 'Zurich unique airport', the aircraft de-icing provider 'SR-Technics', the 'De-icing coordination centre' of the airline Swissair and 'skyguide' air traffic control relating to the operation of the remote de-icing position RWY28 (RIO). Thus, at the time of the incident, because of the trial status of this de-icing position, the only aircraft allowed to be de-iced should have been specific aircraft types from the Swissair operator. Furthermore, no wide-bodied aircraft should have taken off from runway 28, because when they were lining up they could have directed jet-blast onto the RIO position.

At the date of the incident the procedures and limitations agreed between the service providers for the use of RIO 28 were only laid down in form of some verbal agreements and meeting protocols.

1.17 Information on organisation and procedures

Taxiing on the apron and taxiways

During normal operation, aircraft crews are responsible for separation of aircraft on the ground when they are taxiing under their own power. It's a common procedure that ATC keeps taxiing aircraft informed about other aircraft in their area by giving traffic information.

Only in cases of greatly reduced visibility (RVR 600 m or less in the touch-down zones of the instrument approach runways) do the low visibility procedures enter into force; air traffic control is then responsible for separation on the ground. Such conditions did not apply at the time of the collision.

1.18 Additional information

In order to inform its crews about the RIO procedure, among other things, Crossair published a brochure entitled 'Flight Crew Information Bulletin Winter Operation 2001-2002 AVRO RJ'. This bulletin went to all pilots. From this bulletin it is difficult to ascertain the fact that there are two different eye lines at the RIO position, the first position marked HOLD FOR DE-ICING and the second marked STOP FOR DE-ICING. The CMD of CRX874 had no knowledge of these details of the RIO position.

2 Analysis

2.1 Technical

No technical factors were critical in relation to this incident.

2.2 Operational

Under difficult conditions such as snowfall, darkness, wet and partially snow-covered taxiways and runways, pilots must possess particularly good knowledge of taxiing procedures and taxiways and must recall this knowledge before starting to taxi. In the case of taxiing with large aircraft, particular attention must be paid to the wingtips; this is why there must be a clear demarcation of tasks (task sharing) in the cockpit.

3 Conclusions

3.1 Findings

- The crews of both aircraft involved possessed airline transport pilots' licences and valid medicals issued by the appropriate authorities.
- Limits concerning crew time, flying time and rest time were complied with.
- At the time of the collision, TAM8071 was in contact with Zurich apron control and was about to switch over to the Zurich TWR frequency.
- Zurich apron control has not given any traffic information to the crew of TAM8074 about the actual position of CRX874
- Due to the weather and lighting situation and the buildings between the control tower and the bypass area RWY28 the Zurich apron air traffic controller had only limited view into the remote de-icing position RWY28.
- CRX874 was in contact with the de-icing coordinator for the remote de-icing position east.
- The CRX874's crew did not have read the actual 'Flight Crew Information Bulletin Winter Operation 2001-2002 AVRO RJ', in which the detailed procedure and the situation with limited space at the remote de-icing position RIO have been described.
- According to the crew statement, TAM8071 was taxiing on the yellow taxiway centre line towards holding point 28.
- The commander (CMD) of CRX874 did not want to taxi any closer to the aircraft which was still waiting between the two positions because of the possibility of it blasting them with slush.
- CRX874 had been at a standstill with its parking brake engaged for more than one minute and was waiting to be able to taxi completely into the standby for de-icing position.
- Fairly major material damage was caused to the AVRO RJ100 HB-IYX; the aircraft was no longer in an airworthy condition after the collision.
- The crew of TAM8071 did not notice the collision.
- There was only paint damage and a few deep scratches in the plastic surface of the right winglet of the Airbus A330-200. After an assessment by the maintenance company which was responsible, it was possible to declare the aircraft airworthy and the scheduled flight was continued after a delay of some two hours.
- The visibility conditions at the location of the collision were difficult because of the wet, partially snow- and slush-covered ground, the light snowfall and the lighting.

- At the time of the collision, no low visibility procedures were in operation.
- The Airbus A330-200, with a wingspan of 60.3 metres, is one of the largest aircraft using Zurich airport.

3.2 Causes

The collision occurred because the crew of the taxiing TAM8071 did not realise that CRX874 was stationary on the right of their taxiway and had not yet taxied completely into the standby for de-icing position and that the space available was not sufficient for an aircraft of the size of an A330-200 to pass.

The following factors may have contributed to the accident:

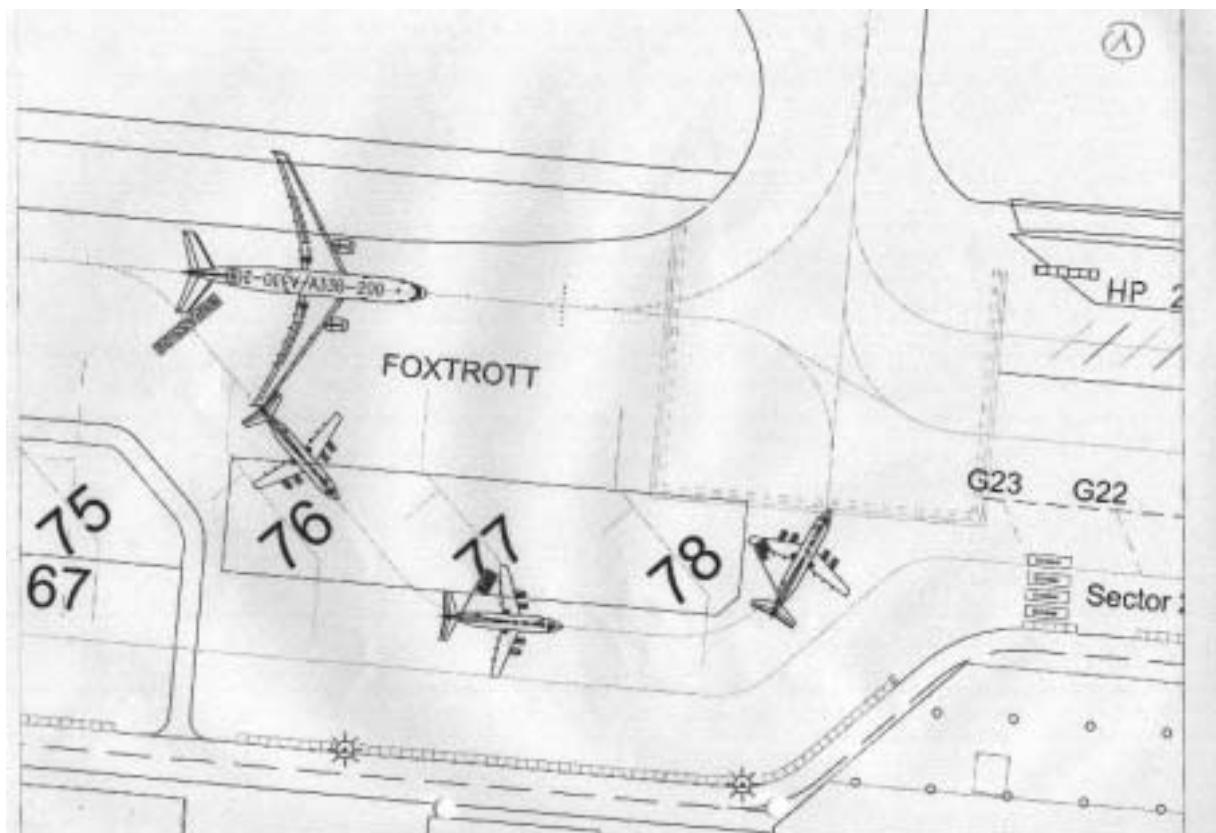
- possible distraction of the TAM8071 co-pilot responsible for ensuring obstacle clearance on the right-hand side, because of the frequency change to the TWR frequency.

Berne, 10 May 2004

Aircraft Accident Investigation Bureau

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Appendix 1



Sketch simulation collision A330-200 vs AVRO RJ100

Appendix 2

Protocol ZRH apron 121,75MHz, Thursday 27.12.2001

UTC	ATC	ACFT
18:27:30		äh, the Crossair 874 is ready for taxi
	Crossair 874 turn left taxi via taxiway inner to the remote de-icing on the holding point 28	
18:27:40		left via inner to the remote de-icing for runway 28, Crossair 874
18:27:50	Lufthansa5495 when clear of the Crossair Saab2000 coming from the left continue to the remote de-icing on the holding point 28	
18:28:00		äh, we follow the Saab then and proceed to the remote de-icing runway28, Lufthansa5495
18:28:10		ground airfrance75 lima good evening fox after the runway 28
	sky..airfrance105 lima apron good aft.. good evening, turn right, taxi via taxiway mike to stand charly 03	
18:28:20		turn right mike to charly 03, airfrance105 lima
	Crossair 488 apron guete nabig confirm you are fully deiced?	
18:28:30		Crossair488, correct grüezi

start-up is approved for
Crossair488

start-up approved
Crossair488

**TAM8071 apron good evening
confirm you are fully de-iced?**

18:28:40

**fully de-iced, Sir, TAM8071,
we are ready**

**thank you, push back and start
up is approved**

approved, thank you

18:28:50

and äh, apron Crossair 3506
back on your frequency we
are now ready to taxi again

Crossair3506, taxi to the holding
point runway 28 and tower 118,1
byebye

18:29:00

we taxi ahead holding point
28 118,1 schöne abig ade
Crossair3506

gliichfalls, merci

18:29:10

Swissair412 is ready for taxi

Swissair412 stand-by short
call you back

standing-by

apron guete nabig Crossair
3408 on echo 7

18:29:20

Crossair3408 apron turn left, taxi
via taxiway.. correction turn left
stand-by short, airfrance 105 lima
hold present position

- 18:29:30 we hold present position
airfrance 105 lima
- Crossair3408 continue left turn
via echo and alfa to stand
india91
- 18:29:40 left via echo and alfa to stand
india91, Crossair3408
- 18:29:50 Crossair586 you're in sequence
behind äh, äh RJ85 coming out
of the de-icing, contact tower
118,1 byebye
- 18:30:00 sequence behind the RJ,
11341?, Crossair586 byebye
- Crossair3408 the new stand for
you hotel89, continue echo and
alfa
- 18:30:10 echo and alfa, actually we
don't need a stand we've
been advised to taxi to
holding position 28
- 18:30:20 ah, thank you
- Lufthansa5495, next right to the
remote de-icing and coordinator
136,85
- next right de-icing report
36,85 for the coordinator
thankyou, Lufthansa5495
- 18:30:30 apron helios547 we are
ready for taxi runway16
- Crossair874 hold present
position**
- 18:30:40 **Crossair874 hold present
position**
- hold present position, 874**

18:30:50	apron 547 helios, we are ready for taxi runway16
	Helios547 turn right taxi via taxiway echo hold short runway28
	right on echo and hold short of 28 Helios547
18:31:00	Airfrance 105lima, Helios Boeing737 is doing a oneeighty to taxiway echo, when clear continue straight ahead via inner and mike to stand charly03
18:31:10	ähh rrrr we proceed ähh inner charly03, Airfrance105lima
	Swissair412 turn left taxi via taxiway inner to the remote de-icing holding point 28
18:31:20	left and inner remote to holding de-icing 28 Swissair412
18:31:30	
18:31:40	CRX 3516, apron guete nabig confirm you are fully deiced?
18:31:50	CRX3516, we are on stand India 94, we are not deiced yet
18:32:00	but confirm you are going to the remote deicing position?
	Affirmative, CRX3516 thank you
	CRX3598, guete n'abig, confirm you are fully deiced?

18:32:10 we need two minutes, CRX3598
confirm you are going to the
remote position?
Negative, äh, we are in the
de-icing procedure, and
there, äh, I think it last's
about 3 minutes

18:32:20 ah, no problem, give a call
when ready
roger

18:32:30

18:32:40 CRX3408 you'r number one
roger
apron guete n'abig SWR668
we are ready alpha 02 start
and push remote deicing

18:32:50 SWR668, confirm you'r going
to remote-deicing
charly charly

thank you, stand-by, call you
back

18:33:00 SWR668
**Zürich, TAM8071, now we
are ready for taxi**

**TAM8071, taxi via taxiway inner
to holding point runway 28**

18:33:10 **via inner taxiway to holding
point 28, TAM8071**

18:33:20 Helios547 hold present position
will hold position, Helios547

Helios574, contact ground 121,9
121,9, good-bye, 547

18:33:30 CRX488 for taxi
CRX488, behind Embraer company coming from the left taxi to holding point runway 28 behind

18:33:40 behind traffic ahead runway 28 Crossair 488
CRX3408 contact tower 118,1
bye bye
118,1, bye bye, CRX3408

18:33:50
18:34:00
18:34:10 apron, SWR210, do you have a new estimate for us?
SWR210, negative, standby

18:34:20 **TAM8071, you are recleared now straight ahead via link and alpha to holding point runway 28**

18:34:30 **linki and äh then alpha to holding point runway 28, TAM8071**

18:34:40 **correct**

18:34:40 **CRX874, continue to the remote deicing on the holding point runway 28**

**we continue to the remote
deicing holding point 28,
CRX874**

18:34:50	SWR412 for you hold present position again	holding position, SWR412
18:35:00	apron grüezi again, CRX3784 on RIO	
	CRX3784, contact now tower 118,1, bye bye	
18:35:10		adieu tschüss, 784
		apron, Swissair sächs-null-sächs?
	Swissair sächs-null-sächs?	
18:35:20		ja, wie gsehts bi eus us?
	You are now about number three push in about 3 minutes	
18:35:30		okay, danke
18:35:40	Crossair488 confirm you are now on the holding point 28	right, CRX488
	merci, contact tower 118,1	
		118,1, ade
18:35:50	SWR606 push back and start-up approved	push and start approved, SWR606, danke
18:36:00	CRX3558 apron guete n'abig, confirm you're fully deiced?	

- 18:36:10
- 18:36:20 **Crossair 874 contact de-icing coordinator 136,85**
- 18:36:30 **136,85, de-icing coordinator, CRX874**
- 18:36:40 CRX3890 start-up is approved
 start-up approved, 3890
- 18:36:50 apron, KLM1969 vacated runway 28
- KLM1969 apron guete n'abig,
turn right taxi via taxiway echo
to stand bravo 39.
right, echo, bravo 39,
KLM1969
- 18:37:00 Zürich apron guete n'abig
CRX3558 we request start up
fully deiced
- 18:37:10 Crossair3558 apron guete n'abig
start-up approved
start-up approved, CRX3558
- apron guete n'abe CRX3622
ready for start
- 18:37:20 CRX3622 confirm you are fully
deiced?
Äh, negative, we request
remote deice, CRX3622
- 18:37:30 roger, expect some delay
3622 standing by

18:37:40
18:37:50
18:38:00
18:38:10
18:38:20

18:38:30 SWR412 behind the TAM airbus 330 continue to the remote deicing

18:38:40 roger, behind the TAM to remote de-icing, SWR412

18:38:50
18:39:00
18:39:10
18:39:20 **TAM8071 contact tower 118,1
byebye**

**118,1, TAM8071,
dankeschön**

18:39:30 apron guetenaaben SWR26
we are on alfa five .. äh

SWR26 apron guetenaabig
stand-by

18:39:40 äh any idea about the delay
expect a half an hour
ou, SWR26

18:39:50 Crossair3558 we request taxi
Crossair3558 behind Swissair
airbus coming from the left taxi
to the holding point runway
28 behind

18:40:00 behind the Swissair airbus
taxi holding point runway 28,
Crossair3558
SWR606 ready for taxi

SWR606 taxi via taxiway inner
to the remote de-icing on the
holding point 28

- 18:40:10 inner remote 28, SWR606
- CRX3622 do you have an idea about our delay?
- 18:40:20 CRX3622 stand-by short
- 18:40:30 CRX3622 you are about number 13
- copied, is there a possibility to de-ice on our stand and to be earlier, CRX3622?
- 18:40:40
- 18:40:50 CRX3622, for this question please äh,call your handling agent
- wilco, thank-you
- SWR418 apron guetenaabig
are you fully de-iced?
- 18:41:00 affirmative
- SWR418 start-up is approved
- thank-you, SWR418 start-up is approved
- ground CRX3890 ready taxi
- 18:41:10 CRX3890 turn left via taxiway Alpha Juliett and Inner to the remote de-icing on the holding point runway 28
- left alpa juliett inner to the remote de-icing ähh on the holding point runway 28, CRX3890
- 18:41:20
- 18:41:30 SWR412 contact de-icing coordinator 136,85

wilco, 13685 bis spööter,
SWR412

18:41:40 bis nachher

..pron guete nabig SWR306
alpha 10 what about our
delay?

SWR30. 306 expect minimum
half an hour you are number 14

18:41:50

äh is it for remote de-icing or
at the gate?

äh for a remote de-icing

ok merci

18:42:00

Zürich apron DLH5495 out of
de-icing short of 24.. 24, 28

18:42:10 DLH5495 taxi to the holding
point 28 contact tower 118,1
bye bye

taxi holding point RWY28
and 1181 byebye DLH5495

18:42:20

18:42:30

apron SWR668 what's our
number?

SWR668 stand-by

18:42:40

SWR668 for you number
sequence seven

thank-you

18:42:50

CRX3598 fully de-iced
request start-up

CRX3598 start-up is approved

start-up approved, CRX3598

18:43:00 SRW606 we have to wait here?

SWR606 affirm

roger

18:43:10

18:43:20

18:43:30 ..pron gutentag CRX557 on Foxtrott

CRX557 taxi straight ahead

18:43:40 second left via taxiway inner to stand India 96

straight ahead second left India 9.. India96, CRX557

18:43:50 CRX3558 confirm you are on the holding point 28?

affirm, ähh, behind the Airbus from the Swissair, CRX3558

thank-you, contact tower 118,1 byebye

18:44:00 eighteen one, byebye CRX3558

18:44:10

18:44:20

18:44:30 SWR418 is ready for taxi

SWR418 stand-by

18:44:40

18:44:50

18:45:00

18:45:10

18:45:20 SWR418 turn right taxi via taxiways Echo and Alpha to the holding point RWY28

right turn Echo Alpha holding point 28, SWR418

18:45:30

18:45:40

18:45:50

18:46:00

18:46:10 SWR210 start-up is approved

start-up approved, SWR210

18:48:50
18:49:00
18:49:10
18:49:20
18:49:30 CRX3598 when clear of the next SWR
airbus coming from the left follow it to
the holding point 28

18:49:40 when clear of the next SWR
airbus from the left we 20:49:50
following...(unverständlich)
CRX3598

SWR418 you are number one
thank-you , SWR418

18:50:00
18:50:10
18:50:20
18:50:30
18:50:40 apron SWR658R wie lange
geht es noch?
SWR658R you're the next in the row
18:50:50 but expect five minutes
okay, SWR658R

apron good evening
cobena720

18:51:00 LBC720 apron good evening on tarmac
turn right taxi via taxiways Echo and
Mike to stand Tango 58, look out for a
marshaller for final parking position

18:51:10 after RWY28 to turn now
right via Echo then Mike to
Tango 58 Albanian 720

18:51:20 apron SWR26 sorry to bother
you do you have more
information concerning our
delay?

18:51:30 SWR26 sorry about expect äh half
an hour

- once more half an hour, my god
- 18:51:40 SWR210 ready for taxi
- SWR210 turn right taxi via taxiways
Echo and Inner to the holding point
RWY28 initially hold short intersection
E8
- 18:51:50 right on Echo holding point
28 will hold short E8, SWR4.
correction äh 210
- äh SWR26 sorry but 20
minutes ago we were number
five and you already told us
half an hour delay 20 minutes
ago
- 18:52:10 SWR26 yeah that's correct but we had
a collision between two aircraft at the
holding point 28
- a, I see
- 18:52:20 SWR606 follow the BAe146 in front to
the remote de-icing
- 18:52:30 roger, follow the BAe, SWR1.
äh 606 to the remote
- CRX3890 for you also follow the SWR
in front to the ,remote de-icing
- 18:52:40 following, SWR .mm de-icing
our aircraft, mm.. 3890
- 18:52:50 LBC720 you are all the way number 1,
opposite aircraft is giving way
- thank you, copied, 720
- 18:53:00
- 18:53:10 just to confirm SWR418 still
with apron
- 18:53:20 SWR418 yes äh, remain on my
frequency
- Ja

- 18:53:30 SWR418 and äh report when approaching holding point 28
affirm, copied, 418
- 18:53:40 Alitalia570 apron buena sera turn right taxi via taxiways Echo and Mike to stand Charly 05
apron good evening
Alitalia570 on 28 vacated
right via Echo Mike Charly 05
Alitalia570
- 18:53:50 SWR210 when clear of the opposite BAe146 continue on the inner taxiway
When clear of opposite 146
continue on the inner,
SWR210
- 18:54:00 Alitalia570, at the stop bar short of intersection E7 hold position due to opposite traffic
- 18:54:10 äh, copied, stop on E7
Alitalia570
apron SWR418
- 18:54:20 SWR418 go ahead
Do you have any idea how long it takes to the holding point 28?
- Sorry, I don't know, 3 aircraft before they had a collision
- 18:54:30 yeeah, ok, so I see one aircraft is moving now
correct, and the second is following
ground Springbok275

18:54:40 Springbok275 go ahead
request start for slow taxi
to RWY16

18:54:50 roger, start-up is approved an äh I call
you back for the push
start approved and standing
by for push, Springbok 275

18:55:00 apron Albania720

Albenar720 go ahead

18:55:10 please can you send us
some help because we have
not any line in sight
ok, I send you a marshaller
thank you very much

you are welcome

18:55:20

18:55:30 Alitalia570 opposite SWR airbus is
joining taxiway Inner when clear
continue via Echo and Mike
.tinue Echo and Mike,
Alitalia570

18:55:40

18:55:50

18:56:00

18:56:10

18:56:20

18:56:30 apron CRX868

CRX868 go ahead
äh, just to confirm äh is äh,
remote de-icing area west in
use or do we have to äh de-
icing at äh at the stand?

Crossair 868 you have to de-icing
At the stand, your departure RWY is 16

18:56:50 ok, merci

18:57:00 SWR418 contact tower 118,1 byebye
1181 good bye SWR418

18:57:10
18:57:20 CRX3598 contact tower 118,1 byebye
1181 adie, CRX3598

18:57:30 **apron TAM8071**

**TAM8071 taxi strait ahead straight
ahead second to the right via taxiway
Inner to stand Bravo33**

18:57:40 **straight ahead and Inner to
Bravo33, TAM8071**

18:57:50 SWR658R start-up is approved and I
call you back for the push in about two
minutes
start approved, SWR658R
thank you

18:58:00 SWR668 start-up is approved and I call
you back for the push
start-up approved and
standing by for the push,
SWR668

18:58:10
18:58:20

18:58:30 **apron schöne nabig CRX874
äh taking Juliett, stopbar**

18:58:40 **CRX874 guete naabig again turn left
taxi via Alpha and Yankee to stand
Foxtrott71**

**Left Alpha Yankee to
Foxtrott71, 874 schöne
naabig, wiederhöre**

18:58:50 **ja ich hoffe ihne ä no en schöne
abig**

hoff ich au

....(unverständlich) taxi
behind the follow-me car

18:59:00 Albanian720 follow the follow-me car

end of transcript

M.Gautschi, 20.5.2003
überarbeitet 9.10.2003, Martin Gautschi