

FLIGHT PLANS AND ATC MESSAGES**1. Flight Plan**

The flight plan received by Jersey ATC before the aircraft ditched was transmitted at 1044 hrs on 12 June by Tangiers ATC as follows:

ZCZC APP444 121048
FF EGJJPZX
121044 GMTTZPZX
FPL-CNTFP-IN
PA31/L-S/C
GMTT 1130
N0180 F100 PIMOS B11 NTS A25 GVR
EGJB0500 EGJJ
TECH FERRY AFTER T/O OVERWATER ROUTE TO PIMOS
0800 POB01

The essence of this coded plan was the intention to fly IFR along airways from Tangiers (GMTT) to Guernsey (EGJB). The planned departure time was 1130 hrs UTC and the intended cruising speed was 180 kt true air speed at flight level 100 (approx 10,000 feet altitude). The intended route was to a reporting point north-east of Tangiers called PIMOS and from there along airway Bravo 11 to Nantes in France, and then along airway Alpha 25 towards Guernsey. The flight was expected to last 5 hours and the alternate airfield for landing was Jersey (EGJJ). The endurance of the aircraft (time to fuel exhaustion) was given as 8 hours with one person on board.

The waypoints and distances within the above flight plan message are shown on the table overleaf:

			Leg Distance	Total Distance
Waypoint	Latitude	Longitude	nm	nm
Tangiers	35° 43.4'N	005° 54.6'W	-	-
Pimos	36° 09.0'N	004° 53.8'W	55	55
Malaga	36° 48.9'N	004° 22.1'W	47	111
Bailen	38° 09.2'N	003° 37.5'W	88	158
Villatobas	39° 46.8'N	003° 27.4'W	98	246
Campo Real	40° 19.5'N	003° 22.3'W	33	344
Arbancon	40° 57.9'N	003° 07.3'W	40	377
Domingo	42° 27.2'N	002° 52.8'W	90	417
Bilbao	43° 18.3'N	002° 55.9'W	51	507
Belen	43° 54.8'N	002° 44.1'W	37	558
Tioch	46° 00.5'N	002° 01.0'W	129	596
Nantes	47° 09.7'N	001° 36.7'W	71	725
Dinard	48° 35.2'N	002° 04.9'W	88	796
Guernsey	49° 26.3'N	002° 36.2'W	55	884

2. Departure message

The following departure message was transmitted by Tangiers ATC at 1320 hrs.

ZCZC APP639 121321
FF EGJBZPZX EGJJZPZX
121320 GMTTZPZX
(DEP-CNTFP 1310 GMTT/EGJB REQ ARR)

This coded message notified Jersey and Guernsey ATC that the aircraft CN-TFP departed Tangiers Airport at 1310 hrs and requested notification to Tangiers of its arrival.

continued on next page

3. Ditching messages

At 1842 hrs a message was sent by Jersey ATC to various European ATC centres reporting that aircraft CN-TFP had ditched in the sea off Jersey. The following significant messages were received by Jersey ATC after the ditching message was sent:

a. Transmitted at 2000 hrs on 12 June by Tangiers ATC

ZCZC APP956 122006
FF EGJBZPZX
122000 GMTTZPZX
SPL-CNTFP-VX
PA31/L-S/C
GMTT 1320
N0180 VFR VJF SVL VTB CPL
EGJB0500 EGJJ
FERRY FLIGHT
E/0800 P/001

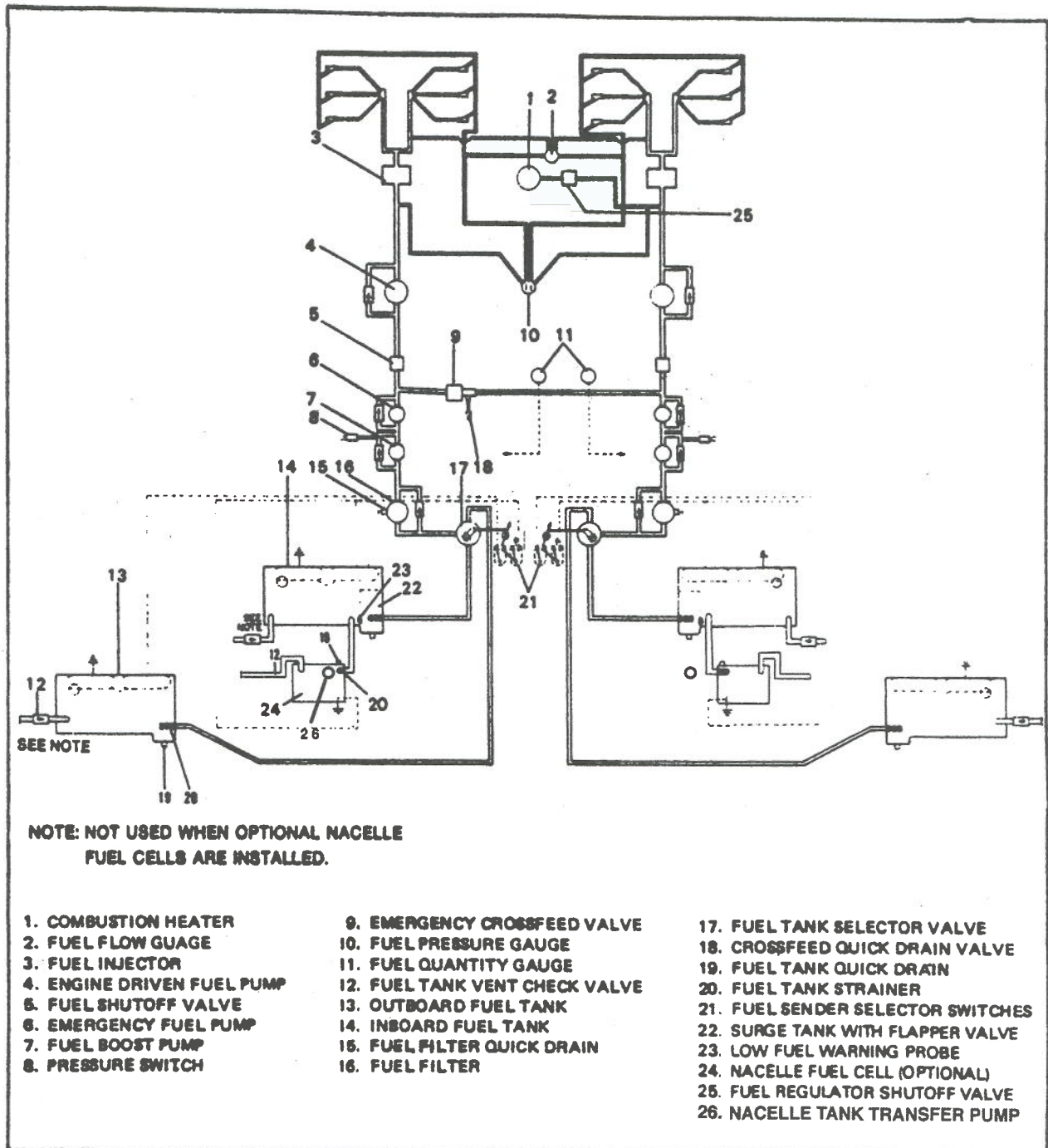
This coded message revealed that the flight status had been changed to VFR and only the first few waypoints in Spain (VJF to CPL) were notified. There was, however, no change to the expected elapsed flight time of 5 hours or the endurance of 8 hours.

b. Transmitted at 2019 hrs on 12 June

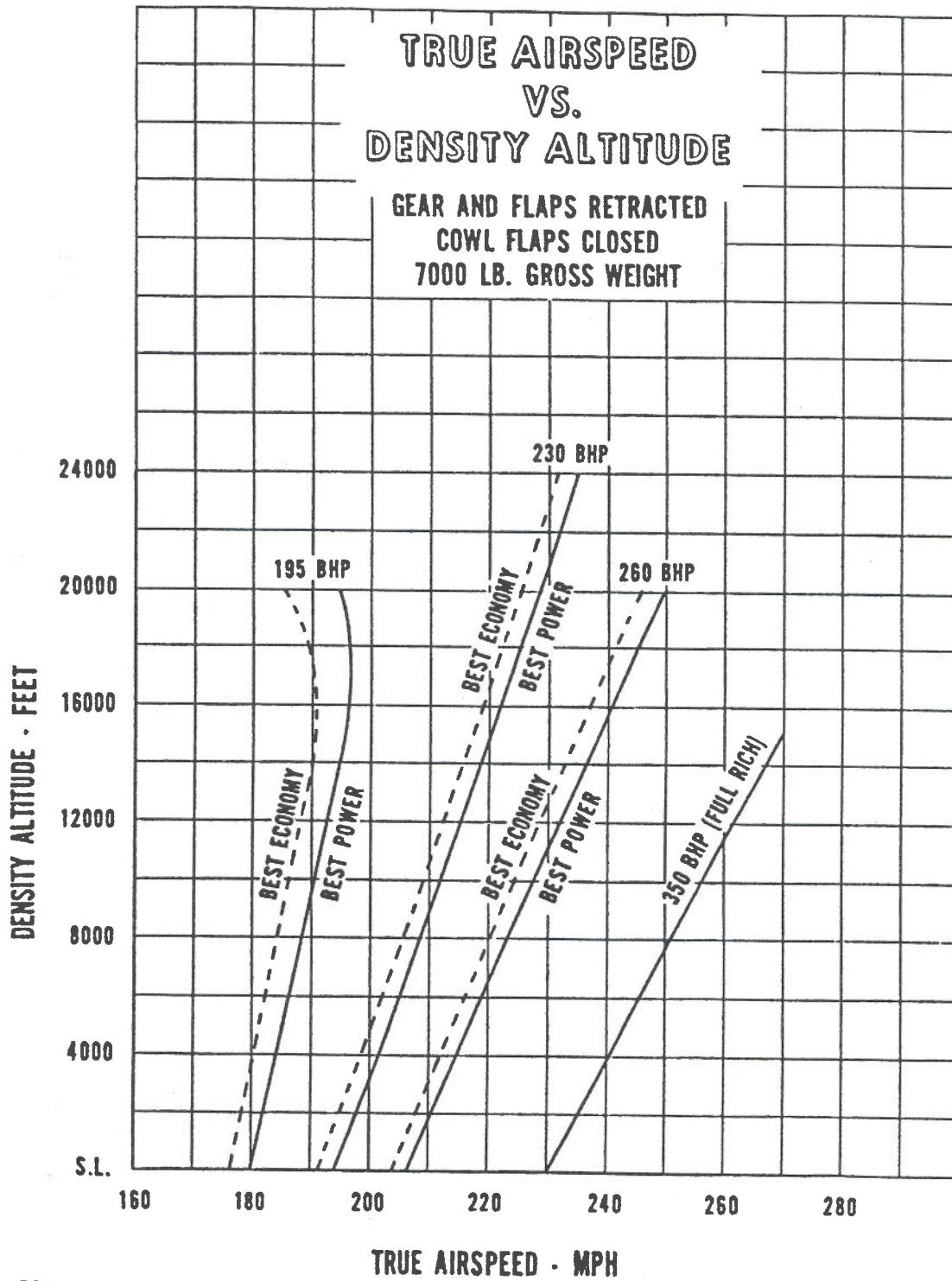
DD EGJJZPZX
122019 LFFFZRZX
NEITHER INFORMATION NOR FPL RECEIVED REGARDING CN-
TFP GMTT/EGJJ PLEASE CONTACT DEPARTURE FIELD RGDS

This coded message from the Paris flight information region stated that the control centre had not been notified of any flight plan details for CN-TFP and suggested that Jersey ATC should contact Tangiers Airport for more information. A similar message was received from the Brest FIR control centre one minute later.

NAVAJO CHIEFTAIN SYSTEM

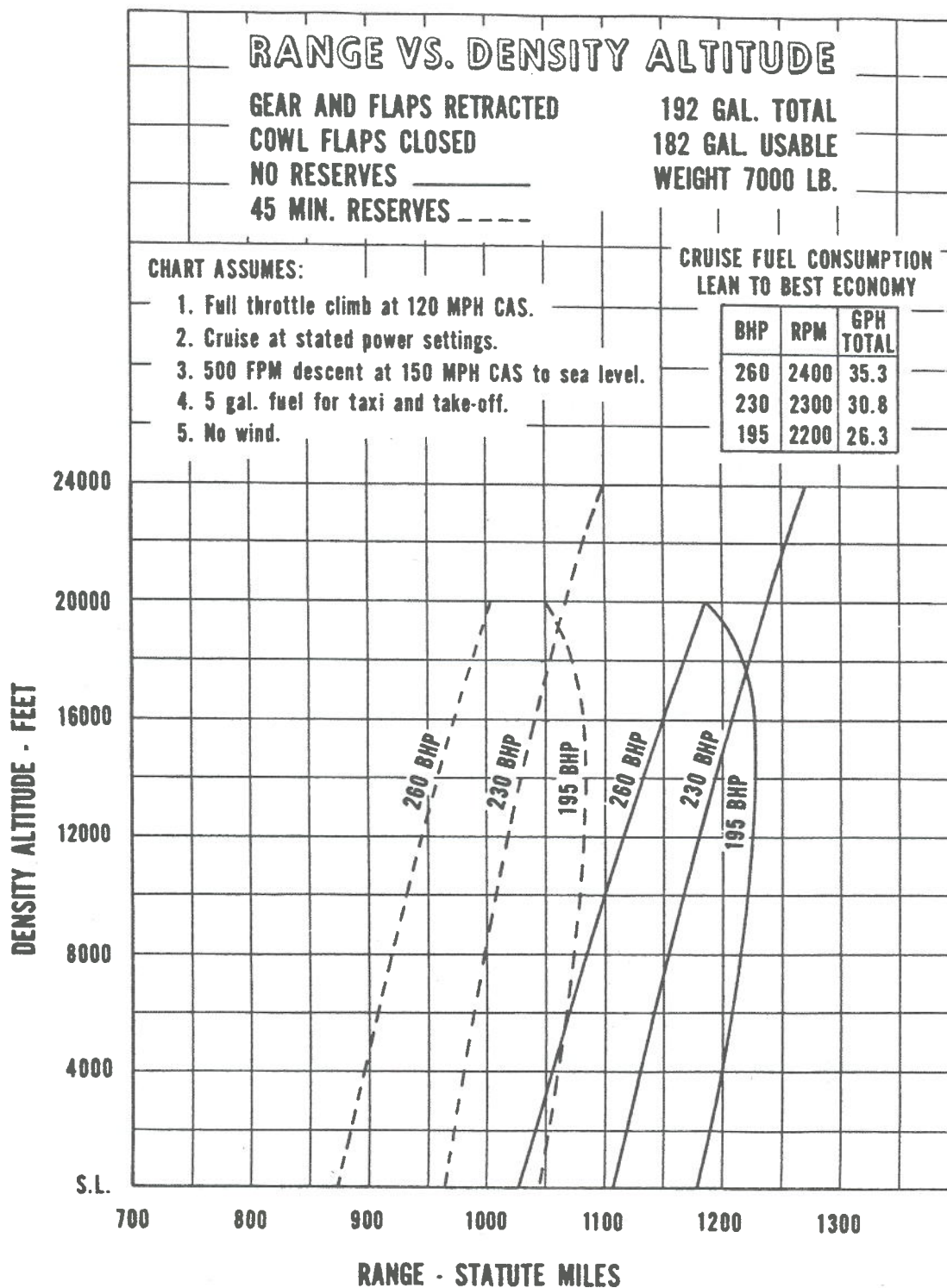


PERFORMANCE CHART 8-9



PERFORMANCE CHARTS
ISSUED: October 16, 1972

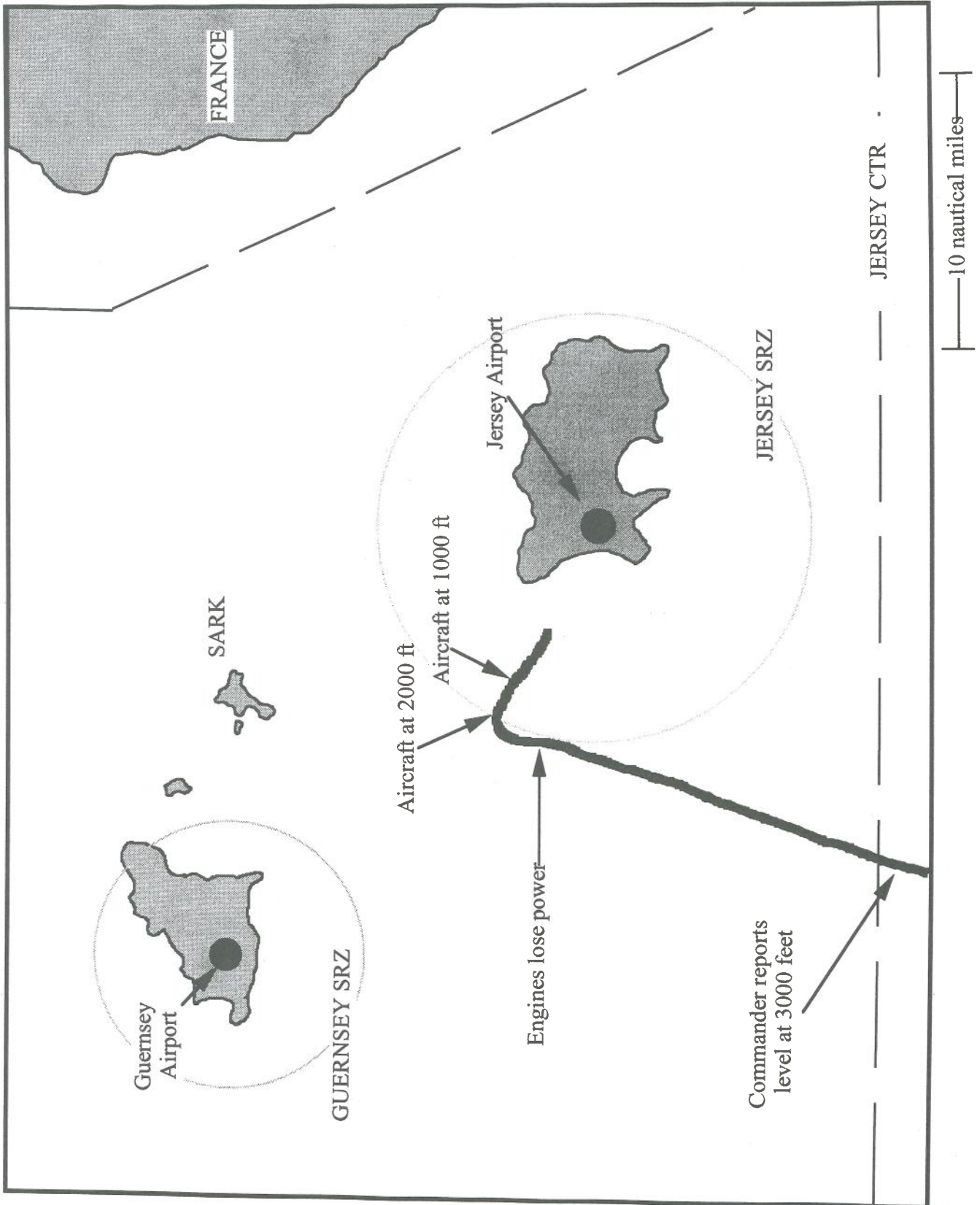
PERFORMANCE CHART 8-11



PERFORMANCE CHARTS
REVISED: November 14, 1973

8-11

FINAL RADAR TRACK OF CN-TFP



APPENDIX E

D.O.E No. 29/2

JERSEY AIRPORT
DEPARTMENT OF ELECTRONICS

REF NO ..CNTFP.....

Service ZONE

TRANSCRIPTION
OF
SPEECH RECORDING

TAPE NO ..12 AM.....

Frequency 125.2 MHZ

DATE12/06/98.....

Sheet No1..... of7..... Sheets

from ...1825..... GMT on 12 / 06 / 98

to 1841..... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1825+	ZONE	CNTFP	ER GOOD AFTERNOON JERSEY THIS IS CHARLIE NOVEMBER TANGO FOX PAPA DIRECT GUERNSEY ER TEN THOUSAND FEET	
1826	CNTFP	ZONE	CHARLIE NOVEMBER TANGO FOXTROT PAPA JERSEY ZONE MAINTAIN FLIGHT LEVEL ONE HUNDRED AND ROUTE DIRECT GUERNSEY RUNWAY TWO SEVEN	
	ZONE	CNTFP	WILCO FOX PAPA BUT I'M GOING IN TOO FAST AND I HAVE A VFR FLIGHT PLAN	
1826+	CNTFP	ZONE	AH CHARLIE NOVEMBER TANGO FOX ER PAPA ROGER WE HAVE YOU FLIGHT FLIGHT PLANNED IFR FLIGHT LEVEL ONE HUNDRED AND ER DESTINATION GUERNSEY CONFIRM	
1826+	ZONE	CNTFP	THAT'S AFFIRMATIVE BUT THE FUNNY THING IS TANGERS REJECTED MY IFR PLAN AND I FLEW VFR ALL THE WAY BUT DON'T WORRY I CONTINUE IFR	
	CNTFP	ZONE	OKAY WELL ER VFR JOURNEY IS OKAY WITH ME SO IF ER THAT'S WHAT YOU PREFER ER JUST CONFIRM YOUR DESTINATION IS GUERNSEY	
	ZONE	CNTFP	DESTINATION IS GUERNSEY I WILL NEED A LONG APPROACH	
1826+	CNTFP	ZONE	ER CHARLIE ER FOX PAPA ROGER ROUTE DIRECT TO GUERNSEY THERE USING RUNWAY TWO SEVEN AND ER JOIN THE ZONE DESCENDING SPECIAL VFR FLIGHT LEVEL FIVE ZERO	
	ZONE	CNTFP	DOWN TO FIVE ZERO	

I certify that this transcription, records all communication on the channel concerning CNTFP between the periods stated at the head of this sheet.

TCSSignature
 28/07/98.....Date

D.O.E No. 29/2

JERSEY AIRPORT
DEPARTMENT OF ELECTRONICS

REF NO ...CNTFP.....

Service ZONE

TRANSCRIPTION
OF
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TAPE NO12 AM.....

Frequency 125.2 MHZ

DATE12/06/98.....

Sheet No2..... of7..... Sheets

from ...1825..... GMT on 12 / 06 / 98

to 1841..... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1827	ZONE	GDY		
1827+	GDY	ZONE		
	ZONE	GDY		
	GDY?	ZONE		
	ZONE	GDY?		
1827+	ZONE	28GB		
	28GB	ZONE		
1827+	ZONE	28GB		
	28GB	ZONE		
	ZONE	28GB		
1828	ZONE	GAEK		
	GAEK	ZONE		
1828+	ZONE	GAEK		
	GAEK	ZONE		
	ZONE	GAEK		
1828+	ZONE	312A		
	312A	ZONE		
1828+	ZONE	312A		
	ZONE	GCEX		
1829	GCEX	ZONE		
	ZONE	GCEX		
1829+	GCEX	ZONE		
	ZONE	A612		
	A612	ZONE		
1829+	ZONE	A612		
1829+			FREQUENCY QUIET	
1830	CNTFP	ZONE	CHARLIE FOXTROT PAPA DESCEND AT YOUR DISCRETION ALTITUDE THREE THOUSAND FEET QNH ONE ZERO TWO ONE	
	ZONE	CNTFP	DOWN TO THREE THOUSAND ON THE ONE TWO ZERO TWO ONE I DO HAVE INFORMATION NOVEMBER	
1830+	CNTFP	ZONE	ROGER	
	GDT	ZONE		

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SPEECH RECORDING

DATE ...12/06/98.....

Sheet No3..... of7..... Sheets

from ..1825..... GMT on 12 / 06 / 98

to1841..... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1830+			FREQUENCY QUIET	
1830+	ZONE	GDT		
	GDT	ZONE		
1831			FREQUENCY QUIET	
1831+			FREQUENCY QUIET	
1831+			FREQUENCY QUIET	
1831+	ZONE	477		
	477	ZONE		
	ZONE	477		
1832	GDT	ZONE		
	ZONE	GDT		
	GDT	ZONE		
1832+	ZONE	GDT		
	477	ZONE		
	ZONE	477		
1832+			FREQUENCY QUIET	
1832+			FREQUENCY QUIET	
1833	477	ZONE		
	ZONE	477		
1833+			FREQUENCY QUIET	
1833+	CNTFP	ZONE	THE FOXTROT PAPA FLY HEADING ZERO ONE ZERO DEGREES POSITIONING FOR RUNWAY TWO SEVEN AT GUERNSEY	
	ZONE	CNTFP	ZERO ONE ZERO FOR FOX PAPA I'M AT THREE THOUSAND	
	CNTFP	ZONE	ROGER	
1833+			FREQUENCY QUIET	
1834			FREQUENCY QUIET	
1834+			FREQUENCY QUIET	
1834+			FREQUENCY QUIET	
1834+			FREQUENCY QUIET	
1835			FREQUENCY QUIET	
1835+			FREQUENCY QUIET	

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D.O.E No. 29/2

JERSEY AIRPORT
DEPARTMENT OF ELECTRONICS

REF NO ...CNTFP.....

Service ZONE

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TAPE NO ...12..AM.....

Frequency 125.2 MHZ

DATE ...12/06/98.....

Sheet No ...4..... of7..... Sheets

from ..1825..... GMT on 12 / 06 / 98

to1841..... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1835+	ZONE	DEMV		
1835+	DEMV	ZONE		
1836	ZONE	DEMV		
	DEMV	ZONE		
	ZONE	DEMV		
1836+	DEMV	ZONE		
	ZONE	DEMV		
1836+	DEMV	ZONE		
	ZONE	DEMV		
1836+	DEMV	ZONE		
1837	ZONE	DEMV		
	DEMV	ZONE		
	ZONE	DEMV		
	DEMV	ZONE		
1837+	28GB	ZONE		
	ZONE	28GB		
1837+	GDT	ZONE		
	ZONE	GDT		
1837+	GDT	ZONE		
1838	CNTFP	ZONE	GOLF FOX PAPA TURN LEFT HEADING THREE SIX ZERO	
	ZONE	CNTFP	LEFT THREE SIX ZERO FOX PAPA	
	CNTFP	ZONE	THAT'S CORRECT ER APPROXIMATELY TWO ZERO TRACK MILES IS THAT SUFFICIENT FOR YOU	
1838+	ZONE	CNTFP	AH THAT'S NICE I'M VISUAL THANK YOU AND IT'S SUFFICIENT	
	CNTFP	ZONE	CHARLIE FOX PAPA ROGER YOU CAN RESUME YOUR OWN NAVIGATION THEN FOR RUNWAY TWO SEVEN IN GUERNSEY	
	ZONE	CNTFP	I DON'T MIND RADAR VECTORING THANK YOU	
	CNTFP	ZONE	ROGER HEADING THREE SIX ZERO DESCEND NOW ALTITUDE TWO THOUSAND FEET	

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JERSEY AIRPORT
DEPARTMENT OF ELECTRONICS

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TAPE NO12..AM.....

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DATE ...12/06/98.....

Sheet No5..... of7..... Sheets

from ...1825..... GMT on 12 / 06 / 98

to 1841..... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1838+	ZONE	CNTFP	DOWN TO TWO THOUSAND (PAUSE) OH SHIT (PAUSE)	(PAUSE) IS TRANSMISSION BREAKS
1838+	ZONE	CNTFP	IT SEEMS THAT I HAVE A FUEL STARVATION ON BOTH ENGINES BUT I HAD ENOUGH FUEL LEAVING (PAUSE) CAN I TURN RIGHT TOWARDS JERSEY TO BE CLOSER TO THE COAST	
1839	CNTFP	ZONE	CHARLIE FOX PAPA AFFIRM TURN RIGHT TOWARDS JERSEY DO YOU HAVE THE ISLAND IN SIGHT	
	ZONE	CNTFP	I HAVE THE ISLAND IN SIGHT	
	CNTFP	ZONE	ROGER	
	ZONE	CNTFP	WHERE IS THE AIRPORT I BELIEVE I CAN SEE THE AIRPORT	
	CNTFP	ZONE	FOX PAPA THE AIRPORT IS JUST OFF THE WEST COAST ER DO YOU WANT TO MAKE A STRAIGHT IN APPROACH	
1839+	ZONE	CNTFP	YA I'M I'M IT'S LOOKS LIKE THAT BOTH ENGINES STARVATE THERE'S SOMETHING WRONG WITH MY FUEL SYSTEM I HAVE BOOST ENOUGH (UNINTELLIGIBLE WORD) LIGHTS ETCETERA	
1839+	CNTFP	ZONE	CHARLIE FOX PAPA ROGER POSITIONING YOU DIRECT TO FINAL FOR RUNWAY ZERO NINER MAKE A HEADING OF ONE THREE ZERO	
	ZONE	DT		
1839+			FREQUENCY QUIET	
1840	ZONE GCEX	GCEX ZONE		

I certify that this transcription, records all communication on the channel concerning CNFTPT between the periods stated at the head of this sheet.

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JERSEY AIRPORT
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DATE12/06/98.....

Sheet No6..... of7..... Sheets

from ... 1825..... GMT on 12 / 06 / 98

to1841..... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1840+	CNTFP	ZONE	CHARLIE FOX PAPA AIRFIELD IS IN YOUR TWELVE O'CLOCK RANGE OF SIX MILES	
	ZONE	CNTFP	THANK YOU I CAN SEE THE AIRFIELD MY ENGINES ARE SPLUTTERING AND I DON'T KNOW WHY	
	CNTFP	ZONE	ROGER CHARLIE FOXTROT PAPA THIS IS UNDERSTOOD AND CONFIRM YOUR ER TOTAL PERSONS ON BOARD PLEASE	
	ZONE	CNTFP	THERE'S ONLY ME ON BOARD IT'S A FERRY FLIGHT	
1840+	CNTFP	ZONE	OKAY THAT'S FINE AND JUST BE ADVISED SURFACE WIND IS TWO NINE ZERO DEGREES AT EIGHT KNOTS	
	ZONE	CNTFP	THANK YOU SO I'M LANDING WITH QUITE A BIT OF TAIL WIND DO I	
1840+	CNTFP	ZONE	ER YES AH THERE WILL BE APPROXIMATELY EIGHT KNOTS OF AH TAIL WIND AT THE MOMENT AND AH I SEE YOU ARE STILL DESCENDING ARE YOU ABLE TO MAINTAIN LEVEL FLIGHT	
	ZONE	CNTFP	I TRY IT (PAUSE) NO I AM NOT ABLE TO MAINTAIN LEVEL FLIGHT	(PAUSE) IS TX BREAK
1841	CNTFP	ZONE	CHARLIE FOXTROT PAPA ROGER THIS IS UNDERSTOOD	
	ZONE	CNTFP	I HAVE ALL THE NACELLE FUELS ON EVERYTHING	
	?	?	(WHAT'S YOUR?) FUEL PRESSURE	(ZERO?)
	CNTFP	ZONE	CHARLIE FOX PAPA ROGER BE ADVISED THE SURFACE WIND IS TWO NINE ZERO DEGREES AT EIGHT KNOTS	

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25.7.98.....Date

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JERSEY AIRPORT
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DATE12/06/98.....

Sheet No7..... of7..... Sheets

from1825.... GMT on 12 / 06 / 98

to1841.... GMT on 12 / 06 / 98

TIME	TO	FROM	RECORD INTELLIGENCE	REMARKS
1841+	ZONE	CNTFP	I DO HAVE TO DITCH I'M THREE HUNDRED FEET	
	CNTFP	ZONE	UNDERSTOOD ER CHARLIE FOXTROT PAPA IS DITCHING UNDERSTOOD	
1841+	ZONE	CNTFP	I AM JUST A FEW MILES OUT OF THE COAST SORRY GENTLE(CLIPPED) THIS AIRCRAFT IS LOST BUT THERE WAS ENOUGH FUEL ON BOARD	

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