CVR-transcipt

Als eerste in het transscript staat de tijd. We hebben er voor gekozen om de tijd in de aanduiding te laten staan, die ook de onderzoekers gebruikt hebben. Laten we om het te verduidelijken een voorbeeld gebruiken.
1658:14.8 = 16:58.14,8

APP	Verkeersleiding van Los Rodeos
RDO-2	Radioboodschappen van de PanAm
CAM-1	Victor Grubbs (gezagvoerder van de PanAm)
CAM-2	Robert Bragg (Co-piloot van de PanAm)
CAM-3	George Warns (boordwerktuigkundige van de PanAm)
KLM	Radioboodschappen van de KLM
KLM-1	Veldhuyzen van Zanten (gezagvoerder van de KLM)
KLM-2	Klaas Meurs (co-pilot van de KLM)
KLM-3	Willem Schreuder (Boordwerktuigkundige van de KLM)

Daarna volgt de boodschap.

Het transscript

Time	Source	Message
1658:14.8	KLM	Approach KLM four. eight zero five on the ground in Tenerife.
1658:21.5	APP	KLM - ah- four eight zero five roger
1658:25.7	KLM	4805 We require back track on one two for take-off runway three zero.
1658:30.4	APP	O.K. four eight zero five... taxi... to the holding position runway three zero taxi into the runway and - ah - leave runway (third) to your left.
1658:47.4	KLM	Roger, sir, (entering) the runway at this time and the first (taxiway) we, we go off the runway again for the beginning of runway three zero.
1658:55.3	APP	O.K. KLM eight zero - ah - correction four eight zero five taxi straight ahead - ah - for the runway and - ah - make - ah - back track.
1659:04.5	KLM	Roger, make a "back track"
1659:10.0	KLM	KLM four eight zero five is now on the runway.
1659:15.9	APP	Four eight zero five roger
1659:28.4	KLM	Approach, you want us to turn left at Charlie one, taxiway charlie one?
1659:32.28	APP	Negative, negative, taxi straight ahead - ah - up to the end of the runway and make "back track".

1659:39.9	KLM	O.K., sir
1701:57.0	RDO-2	Tenerife the Clipper one seven three six.
1702:01.8	APP	Clipper one seven three six Tenerife.
1702:03.6	RDO-2	Ah- We were instructed to contact you and also to taxi down the runway, is that correct?
1702:08.4	APP	Affirmative, taxi into the runway and -ah leave the runway third, third to your left, (background conversation in the tower)
1702:16.4	RDO-2	Third to the left, O.K. (17:02.18.3)
1702:18.4	CAM-3	Third he said.
1702:21.9	CAM-1	I think he said first.
1702:20.6	APP	-third one to your left.
1702:26.4	CAM-2	I'll ask him again
	CAM-?	***
1702:32.2	CAM-2	Left turn.
1702:33.1	CAM-1	I don't think they have take-off minimums anywhere right now.
1702:39.2	CAM-1	What really happened over there today?
1702:41.6	CAM-4	They put a bomb (in) the terminal, Sir, right where the check-in counters are.
1702:46.6	CAM-1	Well we asked them if we could hold and -uh- I guess you got the word, we landed here **
	CAM-?	***
1702:49.8	APP	KLMfour eight zero five how many taxiway -ah- did you pass?
1702:55.6	KLM	I think we just passed charlie four now
1702:59.9	APP	O.K. ... at the end of the runway make one eighty and report -ah- ready -ah- for ATC clearance (background conversation in the tower).
1703:09.3	CAM-2	The first one is a ninety degree turn.
1703:11.0	CAM-1	Yeah, O.K.
1703:12.1	CAM-2	Must be the third ... I'll ask him again.
1703:14.2	CAM-1	O.K.
1703:16.6	CAM-1	We could probably go in it's ah ...
1703:19.1	CAM-1	You gotta make a ninety degree turn.
1703:21.6	CAM-1	Yeah, uh.
1703:21.6	CAM-2	Ninety degree turn to get around this ... this one down here it's a forty five.
1703:29.3	RDO-2	Would you confirm that you want the clipper one seven three six to

		turn left at the third intersection? (1703:35.4).
1703:35.1	CAM-1	One, two.
1703:36.4	APP	The third one, sir, one; two, three, third, third one (1703:38.3)..
1703:38.3	CAM-?	One two (four).
1703:39.0	CAM-1	Good.
1703:40.1	CAM-1	That's what we need right, the third one.
1703:42.9	CAM-3	Uno, dos, tres.
1703:44.0	CAM-1	Uno, dos, tres.
1703:44.9	CAM-3	Tres - uh - si.
1703:46.5	CAM-1	Right.
1703:47.6	CAM-3	We'll make it yet.
1703:47.6	APP	...er seven one three six report leaving the runway.
1703:49.1	CAM-2	Wing flaps?
1703:50.2	CAM-1	Ten, indicate ten, leading edge lights are green.
1703:54.1	CAM-?	Get that.
1703:55.0	RDO-2	Clipper one seven three six (1703:56.4)
1703:56.5	CAM-2	Yaw damp and instrument?
1703:58.6	CAM-1	Ah- Bob we'll get a left one *
1703:59.3	CAM-2	I got a left.
1704:00.6	CAM-1	Did you?
1704.00.9	CAM-2	And -ah- need a right.
1704:02.6	CAM-1	I'll give you a little *
1704:03.8	CAM-2	Put a little aileron in this thing.
1704:05.0	CAM-1	O.K., here's a left and I'll give you a right one right here.
1704:09.7	CAM-1	O.K. right turn right and left yaw.
1704:11.4	CAM-2	Left yaw checks.
1704:12.4	CAM-1	O.K., here's the rudders.
1704:13.6	CAM-1	Here's two left, centre, two right centre.
1704:17.8	CAM-2	Checks.
1704:19.2	CAM-2	Controls.
1704:19.6	CAM-1	Haven't seen any yet!
1704:20.3	CAM-2	I haven't either.
1704:21. 7	CAM-1	They're free, the indicators are checked.
1704:24.6	CAM-2	There's one

1704:25.8	CAM-1	There's one.
1704:26.4	CAM-1	That's the ninety degree.
1704:28.5	CAM-?	O.K.
1704:34.5	CAM-?	***
	CAM-2	Weight and balance finals?
1704:37.7	CAM	(Sounds similar to stabilizer trim).(1704:44.8)
1704:37.2	CAM-1	We were gonna put that on four and a half
1704:39.8	CAM-3	We got four and a half and we weigh five thirty four (sound of stabilizer trim).
1704:44.6	CAM-2	Four and a half on the right.
1704:46.8	CAM-2	Engineer's taxi check.
1704:48.4	CAM-3	Taxi check is complete.
1704:50.5	CAM-2	Take-off and departure briefing?
1704:52.1	CAM-1	O.K., it'll be standard, we gonna go straight out there till we get thirty five hundred feet then we're gonna make that reversal and go back' out to * fourteen.
1704:58.2	APP	-m eight seven zero five and clipper one seven ... three six, for your information, the centre line lighting is out of service. (APP transmission is readable but slightly broken.)
1705:05.8	KLM	I copied that.
1705:07.7	RDO-2	Clipper one seven three six.
1705:09.6	CAM-1	We got centre line markings (* only) (could be "don't we) they count the same thing as ... we need eight hundred metres if you don't have that centre line... I read that on the back (of this) just a while ago.
1705:22.0	CAM-1	That's two.
1705:23.5	CAM-3	Yeh, that's forty-five there.
1705:25.7	CAM-1	Yeh.
1705:26.5	CAM-2	That's this one right here.
1705:27.2	CAM-1	(Yeh)I know.
1705:28.1	CAM-3	O.K.
1705:28.5	CAM-3	Next one is almost a forty-five, huh yeh.
1705:30.6	CAM-1	But it goes...
1705:32.4	CAM-1	Yeh, but it goes ... ahead, I think (it's) gonna put us on (the) taxiway.
1705:35.9	CAM-3	Yeah, just a little bit yeh.
1705:39.8	CAM-?	O.K., for sure.

1705:40.0	CAM-2	Maybe he, maybe he counts these (are) three.
	CAM-?	Huh.
1705:44.8	CAM-?	I like this.
1705:44.8	KLM	Uh, the KLM ... four eight zero five is now ready for take-off ... uh and we're waiting for our ATC clearance.
1705:53.4	APP	KLM eight seven * zero five uh you are cleared to the Papa Beacon climb to and maintain flight level nine zero right turn after take-off proceed with heading zero four zero until intercepting the three two five radial from Las Palmas VOR. (1706:08.2)
1706:09.6	KLM	Ah roger, sir, we're cleared to the Papa Beacon flight level nine zero, right turn out zero four zero until intercepting the three two five and we're now (at take-off). (1706:17.9)
ca. 1706:13	KLM-1	We gaan. (We're going)
1706:18.19	APP	OK.
1706:19.3	RDO	No .. eh.
1706:20.08	APP	Stand by for take-off, I will call you.
1706:20.3	RDO	And we're still taxiing down the runway, the clipper one seven three six.
1706:19.39 - 1706:23.19	RDO and APP	communications caused a shrill noise in KLM cockpit - messages not heard by KLM crew.
1706:25.6	APP	Roger alpha one seven three six report when runway clear
1706:29.6	RDO	OK, we'll report when we're clear.
	APP	Thank you
1706:32.43	KLM-3	Is hij er niet af dan? {Is he not clear then?}
1706:34.1	KLM-1	Wat zeg je? {What do you say?}
1706:34.15	KLM-?	Yup.
1706:34.7	KLM-3	Is hij er niet af, die Pan American? {Is he not clear that Pan American?}
1706:35.7	KLM-1	Jawel. {Oh yes. - emphatic}
1706:40		PanAm captain sees landinglights of KLM Boeing at approx. 700m
1706:44		PH-BUF started rotation
1706:47.44	KLM-1	[Scream]
1706:50		collision