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## Transcript from Scandinavian 686 Cockpit Voice Recorder.

**Headlines****UTC**

Universal Time Code = Local time – 2 hours.

**Time**

Time for the message, relative start of recording, in [minutes.seconds].

**Trk**

Track (channel) from which the information is derived.

AM Area Mike, channel 4

LP Left Pilot, channel 3.

RP Right Pilot, channel 2.

SI Service Interphone, channel 1 (records telephone conversations within the aircraft)

# Denotes transmission, normally heard on all tracks except SI.

**Src**

Source of the information.

LP Left Pilot.

RP Right Pilot.

AP Air Purser.

AH Air Host, unspecified.

AHA Air Host in aft section.

MEC Mechanic.

SK Scandinavian Airlines 686.

GND Linate Ground Control.

TWR Linate Tower.

DEP Linate Departure.

DVX D-IEVX. Cessna Citation. Other aircraft in collision.

MER Meridiana

1-937 Air One 937

AZ2021 Alitalia 2021.

**Information**

Message transcribed.

?? Denotes information that has not been possible to interpret, due to disturbances or for other reasons.

? Either means a question is asked or that the information is uncertain.

() Brackets surround information that is uncertain.

[] Brackets surround comments about CVR content.

UTC	Time	Trk	Src	Information
05.40.02	00:07	AM	AP	Hundrede, hundredefire totalt stemmer.

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05.40.04	00:09	AM	RP	Ja
05.40.05	00:10	AM	LP	Tack
05.40.06	00:11	AM	?	??
05.41.20	01:25	LP	AP	Cabin crew, boarding completed.
05.41.23	01:28	AM	AP	Jeg lukker døren
05.41.25	01:30	AM	LP	Det är en god idé
05.41.26	01:31	AM		[Sound from closing door]
05.41.28	01:33	AM	LP	??
05.41.31	01:36	AM	RP	Nej
05.41.34	01:39	AM	RP	Säg att vi är fully ready
05.41.36	01:41	AM	RP	Ja
05.41.39	01:44	#	RP	Milano good morning, Scandinavian 686. Stand is 13, we are fully ready, we have information alfa.
05.41.47	01:52	#	GND	686 buongiorno, slot at 0616, startup in accordance and cleared to destination via Trezzo 5A, Abesi 7A, Flight Level 100.
05.42.00	02:05	#	RP	Startup approved, (and cleared) at slot 0616, and Trezzo 5a, Abesi 7A and level 100, Scandinavian 686.
05.42.17	02:22	AM	LP	?? Trezzo 5A, Abesi 7A, ?? 100 checked [Concealed by ATC traffic]
05.42.28	02:33	AM	RP	Ja
05.42.32	02:37	AM	LP	(900. Det är i alla fall 10 minuter) före startup
05.42.36	02:41	AM	RP	Ja annars är det väl lite onödigt.
05.42.42	02:47	AM	?	??
05.42.22	02:27	SI	AP	Hallå, hallå
05.42.23	02:28	SI	AHA	The slide is armed and checked.
05.42.24	02:29	SI	AHA	Tack
05.42.56	03:01	AM	?	(?? checked dom där)
05.42.58	03:03	AM	?	[Laughing]
05.43.06	03:11	AM	RP	Släcka dom här och se vad som är kvar?
05.43.08	03:13	AM	LP	Ja, jag tror (??) fungerar.
05.43.13	03:18	AM	RP	Ser väl rätt så bra ut?
05.43.26	03:31	AM	AHA	[Cabin crew passenger safety briefing for ca 3 minutes]
05.46.05	06:10	AM	AP	Han har et problem med et bord, så må jeg flytte dem derned vid yderste. Cabin clear hundrede firs tre tredive [180/33].
05.46.13	06:18	AM	LP	Hundra firs ja?
05.46.14	06:19	AM	AP	Ja riktigt godt [laughing].
05.46.18	06:23	AM	RP	Det är hundra firs ja det.
05.46.23	06:28	AM	AP	Det är spørgsmål om mekaniker, jeg ved ikke, det er altså et bord, jeg skal lige se hvor slemt det er.
05.46.28	06:33	AM	LP	Men är det kun et bord, då må vi väl flytta dom.
05.46.33	06:38	AM	AP	Kan vi tape det til? Altså det er det yderste bord, hvad nummer er der. Der sidder tre.
05.46.37	06:42	AM	AH	Ja det er det.
05.46.40	06:45	AM	AP	Er det to bord?
05.46.46	06:51	AM	AP	Det sidder folk på alle tre.
05.46.49	06:54	AM	AP	D sæde.
05.46.52	06:57	AM	LP	Vad säger du?
05.46.53	06:58	AM	AP	Det er et D-sæde, det er, ja, det er den der holder, jeg ved ikke. Enten skal vi blockere den eller også skal vi flytte dem rundt.
05.47.01	07:06	AM		??
05.47.06	07:11	AM	RP	(Vi hade en slot eller)
05.47.09	07:14	AM	LP	..sett, där en skruv här som har hoppat ur.
05.47.13	07:18	AM	RP	Den ligger däri, va.
05.47.14	07:19	AM	RP	(Det kan han fixa det , mekanikern).
05.47.26	07:31	AM	AP	Hvad nummer er det?
05.47.32	07:37	AM	RP	Nu trycker jeg på klokkan.
05.47.34	07:39	AM		[Pressing Mech Call button 5-6 times]
05.47.43	07:48	AM	RP	Du slog till den?
05.47.44	07:49	AM	LP	(Lyssna på radion).
05.47.52	07:57	AM		??
05.47.59	08:04	AM	LP	Får vi öppna dörren, va.

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05.48.02	08:07	AM	RP	Osså sliden!
05.48.03	08:08	AM	LP	Kom ihåg, kom ihåg sliden!
05.48.04	08:09	AM	AP	Tyve, vi åpner hær. [Tyve = seat 20!]
05.48.06	08:11	AM	LP?	Ja
05.48.13	08:18	LP	MEC	Hello
05.48.14	08:19	LP	LP	Yes, we have a table in a seat row in Delta position that is falling down, do you think you can have look at it, I think it's only a screw that needs to be fastened.
05.48.28	08:33	LP	MEC	?? doubtful to be able to (repair) it, but I will check it.
05.48.34	08:39	LP	LP	Thank you.
05.48.37	08:42	AM	AP	Skroe it, skroe it!
05.48.39	08:44	AM	RP?	Good idea.
05.49.14	09:19	AM	AP	Varsågod
05.49.17	09:22	AM	RP?	Tack, tack
05.49.18	09:23	AM	LP?	Tack
05.49.45	09:50	AM	LP	Hoppas han hade sin skruvmejsel med.
05.50.39	10:44	AM	RP	?? nu är det lagom att starta upp.
05.50.41	10:46	AM	LP?	Fixed
05.50.43	10:48	AM	LP	Thank you very much, we're starting now.
05.50.51	10:56	AM	AP	Det er, det er fixed.
05.50.57	11:02	AM	?	Vi kan väl starta upp?
05.50.59	11:04	AM	?	Vi får ha en departure check.
05.51.01	11:06	AM	RP	Lights on ... (älså får vi äntligen kolla där).
05.51.25	11:30	AM	?	(Dom skall göra klart).
05.51.29	11:34	LP	LP	Yes ground are you ready.
05.51.31	11:36	LP	MEC	Yes sir, we are ready capitán, confirm(ing) departure check is performed.
05.51.37	11:42	LP	LP	Thank you, we are starting right and left then.
05.51.39	11:44	AM	AP	Vi er klar igjen.
05.51.40	11:45	AM	LP	Tack ska du ha.
05.51.41	11:46	AM	LP	Start right!
05.51.49	11:54	AM	RP	Valve open.
05.51.56	12:01	AM	RP	Oil pressure, N1.
05.52.11	12:16	AM	LP	Fuel on.
05.52.11	12:16	AM		[Sound from Engine ignition and Generator connect]
05.52.21	12:26	AM	LP	Start left.
05.52.26	12:31	AM	RP	Valve open
05.52.37	12:42	AM	RP	Oil pressure, N1.
05.52.40	12:45	AM		[Sound from two ovens starting in galley].
05.52.51	12:56	AM	LP	Fuel on.
05.52.51	12:56	AM		[Sound from engine ignition and generator connect].
05.53.05	13:10	AM	RP	Valve closed.
05.53.13	13:18	LP	LP	Yes both engines are running nicely, you may disconnect, thank you for your help, have a good day.
05.53.19	13:24	LP	MEC	Thank you, thank you very much sir, you two, bye bye ciao.
05.53.25	13:30	LP	LP	Ciao
05.53.27	13:32	AM	RP	Air conditioning and APU - auto and set. Electrical power.
05.53.31	13:36	AM	LP	Nu checked left side.
05.53.33	13:38	AM	RP	Hydraulic pressure and pumps - checked and set. Flight controls.
05.53.37	13:42	AM	LP	Checking.
05.53.54	13:59	AM	LP	Checked.
05.53.55	14:00	AM	RP	Ice protection, fuel heat.
05.53.57	14:02	AM	LP	De är så normal, set and checked.
05.54.00	14:05	AM	RP	Pneumatic crossfeed set. Annunciator panel and lights.
05.54.02	14:07	AM	LP	Checked.
05.54.03	14:08	AM	RP	Clear signal and lights.
05.54.04	14:09	AM	LP	Received, lights on.
05.54.06	14:11	AM	RP	Flaps and slats.
05.54.06	14:11	AM	LP	Eleven.
05.54.10	14:15	AM	RP	Cabin report.
05.54.12	14:17	AM	LP	Den var received.

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05.54.14	14:19	AM	RP	??
05.54.17	14:22	AM	RP	Vi har fått den en gång, då sa hon att det var klart.
05.54.20	14:25	AM	LP	Ja.
05.54.21	14:26	AM	LP	Då tar vi taxi.
05.54.23	14:28	#	RP	Ground, Scandinavian 686 request taxi from 13.
05.54.28	14:33	#	RP	Scandinavian 686, taxi to the holding position Cat 3, QNH 1013, and please call me back entering the main taxiway.
05.54.37	14:42	#	GND	Taxi holding Cat 3, QNH 1013, call you when entering the main taxiway, Scandinavian 686.
05.54.45	14:50	#	GND	[Click as reply].
05.54.45	14:50	AM	RP	Cleared right.
05.54.46	14:51	AM	LP	Thank you, taxi holding point Cat 3.
05.54.49	14:54	AM	RP	Check list (completed) [Concealed by radio traffic].
05.54.52	14:57	AM	?	?? [Concealed by radio traffic].
05.55.40	15:45	#	IAS	Ground buongiorno, I-DEAS ... [In Italian].
05.55.46	15:51	#	GND	IAS buongiorno .... [In Italian].
05.56.29	16:34	AM	LP	Ja, dom behöver snart ny beläggning.
05.56.31	16:36	AM	RP	Ja.
05.56.46	16:51	AM	?	?? [Concealed by radio traffic].
05.56.54	16:59	AM	LP	?? den taxiwayen
05.56.55	17:00	#	LRA	Ground L-RA.
05.57.31	17:36	#	IBI	Stop del R5, I-BI.
05.57.33	17:38	#	GND	I-BI manteneute un attimo, break, Scandinavian 686, Ground.
05.57.38	17:43	#	RP	Go ahead Sir.
05.57.40	17:45	#	GND	Your position please.
05.57.43	17:48	#	RP	No we still haven't reached the main taxiway Scandinavian 686.
05.57.46	17:51	#	GND	Confirm on the main taxiway now Sir?
05.57.49	17:54	AM	RP	No we have stand ...
05.57.50	17:55	AM	LP?	(36)
05.57.53	17:58	#	RP	No we are (around) stand (30), Scandinavian 686.
05.58.03	18:08	AM	LP	(Nu är du på main taxiway.)
05.58.04	18:09	#	GND	Scandi 686, Ground.
05.58.07	18:12	#	RP	Yes now we are entering the main taxiway, Scandinavian 686.
05.58.12	18:17	#	GND	Thank you Sir, continue, I call you back for the transponder code.
05.58.15	18:20	#	RP	Scandinavian 686.
05.58.16	18:22	#	GND	I-BI continue sul principale linea Alfa.
05.58.20	18:25	#	IBI	Principale linea Alfa I-BI.
05.58.23	18:27	#	DVX	Linate, buongiorno D-IEVX, request startup with information Charlie.
05.58.25	18:30	AM	LP	Han ville du skulle säga att du var på taxiwayen även om det inte var något.
05.58.28	18:33	#	GND	D-IEVX, buongiorno, please speak a bit louder, thank you, you are cleared to destination via Saronno 5A, Arles 8A transition, 6000 feet initial climb.
05.58.31	18:36	AM	RP	Ja.
05.58.33	18:38	AM	LP	(Contact) 170 [concealed by radio traffic]
05.58.37	18:42	AM	RP	170 checked. Nav aids, flight guidance.
05.58.42	18:47	AM	LP	(?? fyrar), vi har Linate, vi har Trezzo, level 100 small bank ??, Linate ?? [Concealed by IVX clearance]
05.58.47	18:52	#	DVX	D-IEVX is cleared destination Saronno 5A, thereafter (Acon) 8A departure, climb initially 6000, ..VX
05.58.56	19:01	AM	RP	Set and checked, (Takeoff rating,) EPR bugs.
05.58.57	19:02	#	GND	OK, Arles 8A the transition, startup is approved according to the slot 0619.
05.59.04	19:09	#	DVX	Startup is approved according a slot and confirm Arnis 8A.
05.59.05	19:10	AM	RP	Set and checked, transponder next.
05.59.08	19:13	#	TWR	(Yes)
05.59.09	19:14	#	1-937	Buongiorno ground, Air One 937 I call you the slot, request startup clearance.
05.59.09	19:14	AM	LP	(Ja den hade vi fått ja)
05.59.10	19:15	AM	RP	(Nå ,jo)
05.59.12	19:17	AM	LP	(Jo, dom sa call you back for transponder)
05.59.15	19:20	AM	RP	(Ja just det)

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05.59.15	19:20	#	GND	937 buongiorno, slot 061... 0610, startup in accordance, Pikot 5A, Carpi 8A, 5000 feet.
05.59.27	19:32	#		In according Pikot 5A, Carpi 5A, 5000 feet Air One 937.
05.59.32	19:36	#	GND	937 correct, break Scandinavian 686, when airborne squawk 0 triple 4.
05.59.38	19:43	#	RP	0 triple 4, Scandinavian 686.
05.59.41	19:46	#	GND	That is correct, passing the fire station call tower 18,1 bye.
05.59.45	19:50	#	RP	Ground Scandinavian 686, bye.
05.59.50	19:55	AM	LP	??
05.59.53	19:58	AM	RP	Ja då var den satt, brake temp checked. Check list (to one minute warning).
05.59.58	20:03	AM	LP	Thank you.
06.00.04	20:09	AM	?	?? [Concealed by radio traffic].
06.00.04	20:09	#	AZ2021	Ground buongiorno Alitalia 2021, B6, request start up clearance.
06.00.09	20:14	#	GND	Alitalia 2021, buongiorno, slot 0610, startup in accordance, Pikot 5A, Carpi 8A, 5000 feet.
06.00.18	20:23	#	AZ2021	Startup clearance in accordance our slot 0610, Pikot 5A, Carpi 2A, 5000 feet initial, Italia 2021.
06.00.27	20:32	#	GND	[Click]
06.00.33	20:38	#	OS222	Linate ground, buongiorno, Austrian triple 2, with information Charlie, stand is 30, request startup and ATC clearance.
06.00.41	20:46	#	GND	Austrian triple 2, buongiorno, slot time 0623, startup in accordance, Trezzo 5A, Oskor 9A, Flight Level 100.
06.00.52	20:57	#	OS222	Austrian triple 2, start is approved according to C-T-O-T 0623, and we are cleared the departure route Trezzo 5A and Oskor ... 9...[Broken, probably because SK686 changes to tower frequency].
06.00.58	21:03	AM	?	??
06.01.12	21:17	AM	LP?	Nåe han taxar - sakta och jättelugnt.
06.01.17	21:22	AM	RP	(Där är en till nu va?).
06.01.19	21:24	AM	LP	(Vi är bakom honom då).
06.01.24	21:29	#	RP	Tower buongiorno, Scandinavian 686, sequence to 36R.
06.01.29	21:34	#	TWR	Ciao Scandinavian 686 number 4.
06.01.32	21:37	#	RP	686
06.01.34	21:39	AM	LP	Four (så är departure på tiden)
06.01.39	21:44	AM	RP	Vi vet inte hur många landningar han har.
06.01.41	21:46	AM	LP	Nej
06.02.46	22:51	#	TWR	Alitalia 226 buongiorno, continue, line up and wait 36.
06.02.50	22:55	#	AZ226	Line and wait 36R Alitalia 226.
06.03.23	23:28	#	TWR	Alitalia 226 (is also) cleared for takeoff 36, the wind is calm, report rolling.
06.03.28	23:33	#	AZ226	Cleared for takeoff 36 Right, we'll report rolling. Alitalia 226.
06.03.48	23:53	#	TWR	Alitalia 410, when clear from the MD80, you can continue with (stop) the Cat 3 (stop).
06.03.55	24:00	#	AZ410	When clear from the MD80, continue stop Cat 3 Bravo, Alitalia 410.
06.04.02	24:07	#	TWR	[Click]
06.04.15	24:20	#	AZ226	Rolling Alitalia 226.
06.04.17	24:22	#	TWR	Roger. Alitalia 2019, continue line up and wait 36.
06.04.24	24:29	#	AZ2019	Line up and wait 36, 2019...
06.04.32	24:37	#	TWR	Alitalia 410, you can overtake stop bars and continue for holding point Cat 1.
06.04.41	24:46	#	AZ410	Continue to the holding point Cat 1, Alitalia 410.
06.04.56	25:01	AM	RP	Det är klart, det är väl dålig RVR så det är ingen som landar förstås.
06.05.00	25:05	AM	LP	Nå.
06.05.10	25:15	AM	RP?	??
06.05.25	25:30	#	TWR	Alitalia 226, airborne 05, identified, squawk ident and contact Milano 126,75 (bye)
06.05.31	25:36	#	AZ226	Milano 126,75, squawk ident Alitalia 226, ciao.
06.05.35	25:40	#	TWR	Alitalia 2019 Linate, cleared for takeoff 36, wind is calm, report rolling.
06.05.40	25:45	#	AZ2019	2019 cleared for takeoff... rolling now.
06.05.46	25:51	#	TWR	Roger. Alitalia 410, line up and wait in sequence after departing MD80.
06.05.51	25:56	#	AZ410	Line up and wait in sequence, Alitalia 410.
06.05.59	26:04	#	TWR	Scandinavian 686, you can continue taxi until Cat 1.
06.06.04	26:09	#	RP	Continue taxi until Cat 1, Scandinavian 686.

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06.06.07	26:12	#		[Italian]
06.06.16	26:21	AM	RP	Bara kör du in där.
06.06.18	26:23	AM	LP	Ja
06.06.21	26:26	AM	LP	Un Mafioso [Laughing]
06.06.27	26:32	AM	LP	Han hade sin privata Cat 3 holding.
06.06.29	26:34	AM	RP	Ja precis.
06.06.31	26:36	AM	RP	Där är en (vindhose)
06.06.34	26:39	AM	LP?	(Upp och ner?)
06.06.52	26:57	#	TWR	Alitalia 2019, airborne 06, identified, squawk ident and contact Milano 126.3, buongiorno.
06.06.59	27:04	#	AZ2019	26.3, good day.
06.07.03	27:08	AM	RP	(Tycker den låter mer bekant.)
06.07.12	27:17	#	TWR	Alitalia 410, Linate, cleared for takeoff 36, wind is calm, report rolling.
06.07.18	27:23	#	AZ410	Cleared for takeoff 36, Alitalia 410.
06.07.37	27:42	#	AZ410	Rolling, Alitalia 410
06.07.39	27:44	#	TWR	Roger
06.07.40	27:45	#	TWR	Scandinavian 686, line up and wait 36 right.
06.07.45	27:50	#	RP	Line up and wait 36 right, Scandinavian 686. [Sound from another aircraft taking off can be heard]
06.07.48	27:53	AM	LP	Line up and wait 36.
06.07.49	27:54	AM		[Takeoff warning chime]
06.07.51	27:56	#	TWR	I-BI [Italian]
06.07.52	27:57	AM	RP	Cabin.
06.07.53	27:58	AM	LP	Är warned
06.07.54	27:59	AM	RP	Spoilers.
06.07.55	28:00	AM	LP	Is armed.
06.07.56	28:01	#	IBI	[Italian]
06.07.56	28:01	AM	RP	Autobrakes, takeoff and armed.
06.07.58	28:03	AM	RP	Takeoff data.
06.08.00	28:05	AM	LP	(57 tons, ja och den är checked det var full runway yes.
06.08.08	28:13	AM	RP	Runway update performed, check list complete.
06.08.11	28:16	AM	LP	Thank you.
06.08.16	28:21	AM	LP	Vi har ju inte fått någon RVR, men den är ju mer än 125 meter.
06.08.20	28:25	AM	RP	Garanterat!
06.08.31	28:36	#	TWR	Alitalia 410, airborne 08, identified, squawk ident, and contact Milano on 126.75, buongiorno.
06.08.39	28:44	#	AZ410	Ident, 1 ... 126.75, Alitalia 410, buongiorno.
06.08.44	28:49	#	IBI	[Italian]
06.08.46	28:51	#	TWR	[Italian to I-BI]
06.08.49	28:54	AM	LP	(?? compasses are checked). [Concealed by radio traffic].
06.08.52	28:57	#	IBI	Okay, I-BI.
06.09.18	29:23	#	MER	[Italian; Milano buongiorno de la Meridiana ...]
06.09.24	29:29	#	TWR	Meridiana ....[Italian].. break, break Scandinavian 686, Linate, cleared for takeoff 36, the wind is calm, report rolling, when airborne squawk ident.
06.09.37	29:42	#	RP	Cleared for takeoff 36 set, when airborne squawk ident, and we are rolling Scandinavian 686.
06.09.44	29:49	#	TWR	Roger.
06.09.45	29:50	#	TWR	I-BI [Italian]
06.09.45	29:50	AM	LP	(Compasses checked true), auto throttle on, set thrust
06.09.47	29:52	AM		[Sound from rolling]
06.09.49	29:54	#	IBI	[Italian]
06.09.51	29:56	#	TWR	Meridiana [Italian]
06.09.53	29:58	#	MER	[Italian]
06.09.56	30:01	AM	RP	(Set thrust, instruments are checked ... and 130).
06.09.58	30:03	#	TWR	[Italian to Meridiana]
06.10.03	30:08	AM	LP	(130 checked) [Concealed by radio traffic].
06.10.06	30:11	#	MER	[Italian]
06.10.11	30:16	#	TWR	[Italian to Meridiana]
06.10.14	30:19	AM	RP	Veee one
06.10.16	30:21	AM	RP	Rotate [4.8 seconds before impact].

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06.10.16	30:21	#	MER	[Short reply from Meridiana.]
06.10.18	30:23	AM		[Clicking noise from nose wheel lift off, vibration noise from nose wheel and instrument fan spinning down. Sound from runway decreasing]
06.10.20	30:25	AM	RP?	(Va sat??) [Callout, starting 0,5 seconds before impact.]
06.10.21	30:26	AM		[Heavy noise from impact, heard on all CVR tracks. Time from start of impact to end of recording is 0.65 seconds.]
06.10.21	30:26	#		[Sound from ELT, heard on all tracks last except Service Interphone, during last 0.2 seconds.]

A, DMA CVR6 UTC

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## Transcript from Scandinavian 686 Cockpit Voice Recorder with other languages translated to English

**Headlines****UTC**

Universal Time Code = Local time – 2 hours. Derived from ATC transcript.

**Time**

Time for the message, relative start of recording. Minutes.seconds.

**Trk**

Track (channel) from which the information is derived.

AM Area Mike, channel 4

LP Left Pilot, channel 3.

RP Right Pilot, channel 2.

SI Service Interphone, channel 1 (records telephone conversations within the aircraft)

# Denotes transmission, normally heard on all tracks except SI.

**Src**

Source of the information.

LP Left Pilot.

RP Right Pilot.

AP Air Purser.

AH Air Host, unspecified.

AHA Air Host in aft section.

MEC Mechanic.

SK Scandinavian Airlines 686.

GND Linate Ground Control.

TWR Linate Tower.

DEP Linate Departure.

DVX D-IEVX. Cessna Citation. Other aircraft in collision.

MER Meridiana.

1-937 Air One 937.

AZ2021 Alitalia 2021.

**Information**

Message transcribed. *Text in Italic is translated from Swedish and Danish to English.*

***Please observe that this is not a certified translation.***

?? Denotes information that has not been possible to interpret, due to disturbances or for other reasons.

? Either means a question is asked or that the information is uncertain.

() Brackets surround information that is uncertain.

[] Brackets surround comments about CVR content.

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UTC	Time	Trk	Src	Information
05.40.02	00.07	AM	AP	<i>One hundred, one hundred and four is correct.</i>
05.40.04	00.09	AM	RP	<i>Yes.</i>
05.40.05	00.10	AM	LP	<i>Thank you.</i>
05.40.06	00.11	AM	?	<i>??</i>
05.41.20	01.25	LP	AP	<i>Cabin crew, boarding completed.</i>
05.41.23	01.28	AM	AP	<i>I'll close the door.</i>
05.41.25	01.30	AM	LP	<i>That is a good idea.</i>
05.41.26	01.31	AM		<i>[Sound from closing door]</i>
05.41.28	01.33	AM	LP	<i>??</i>
05.41.31	01.36	AM	RP	<i>No</i>
05.41.34	01.39	AM	RP	<i>Tell them we are fully ready</i>
05.41.36	01.41	AM	RP	<i>Yes.</i>
05.41.39	01.44	#	RP	<i>Milano good morning, Scandinavian 686. Stand is 13, we are fully ready, we have information alfa.</i>
05.41.47	01.52	#	GND	<i>686 buongiorno, slot at 0616, startup in accordance and cleared to destination via Trezzo 5A, Abesi 7A, Flight Level 100.</i>
05.42.00	02.05	#	RP	<i>Startup approved, (and cleared) at slot 0616, and Trezzo 5a, Abesi 7A and level 100, Scandinavian 686.</i>
05.42.17	02.22	AM	LP	<i>?? Trezzo 5A, Abesi 7A, ?? 100 checked [Concealed by ATC traffic]</i>
05.42.28	02.33	AM	RP	<i>Yes.</i>
05.42.32	02.37	AM	LP	<i>(900. Anyway it's ten minutes) before startup</i>
05.42.36	02.41	AM	RP	<i>Yes, otherwise it is somewhat unnecessary.</i>
05.42.42	02.47	AM	?	<i>??</i>
05.42.22	02.27	SI	AP	<i>Hello, hello.</i>
05.42.23	02.28	SI	AHA	<i>The slide is armed and checked.</i>
05.42.24	02.29	SI	AHA	<i>Thank you.</i>
05.42.56	03.01	AM	?	<i>(?? checked those)</i>
05.42.58	03.03	AM	?	<i>[Laughing]</i>
05.43.06	03.11	AM	RP	<i>Switch these off and see what's left?</i>
05.43.08	03.13	AM	LP	<i>Yes I think (??) works.</i>
05.43.13	03.18	AM	RP	<i>Looks all right doesn't it?</i>
05.43.26	03.31	AM	AHA	<i>[Cabin crew passenger safety briefing for ca 3 minutes]</i>
05.46.05	06.10	AM	AP	<i>He has a problem with a table, so I will have to move them at the outer [table]. Cabin clear, one hundred eighty thirty-three.</i>
05.46.13	06.18	AM	LP	<i>Hundred and eighty yes?</i>
05.46.14	06.19	AM	AP	<i>Yes very good [laughing].</i>
05.46.18	06.23	AM	RP	<i>That's one hundred eighty.</i>
05.46.23	06.28	AM	AP	<i>There is a question about a mechanic, I don't know, there is a table, I will check how bad it is.</i>
05.46.28	06.33	AM	LP	<i>But if it's only a table, then we could move them.</i>
05.46.33	06.38	AM	AP	<i>Can we tape it? I.e. the outermost table, what number is it. There are three seats occupied.</i>
05.46.37	06.42	AM	AH	<i>Yes there are.</i>
05.46.40	06.45	AM	AP	<i>Is it two tables?</i>
05.46.46	06.51	AP	AP	<i>There are people on all three.</i>
05.46.49	06.54	AM	AP	<i>D seat.</i>
05.46.52	06.57	AM	LP	<i>What do you say?</i>
05.46.53	06.58	AM	AP	<i>It is a D seat, it is, yes it is that that is holding, I don't know. Either we shall block that one, or we shall move them around.</i>
05.47.01	07.06	AM		<i>??</i>
05.47.06	07.11	AM	LP	<i>(We had a slot or?)</i>
05.47.09	07.14	AM	LP	<i>..seen, there is a loose screw.</i>
05.47.13	07.18	AM	RP	<i>It's in there isn't it?</i>
05.47.14	07.19	AM	RP	<i>(He can fix it, the mechanic)</i>
05.47.26	07.31	AM	AP	<i>What number is it?</i>
05.47.32	07.37	AM	RP	<i>I press the bell now.</i>
05.47.34	07.39	AM		<i>[Pressing Mech Call button 5-6 times]</i>
05.47.43	07.48	AM	RP	<i>You hit it?</i>
05.47.44	07.49	AM	LP	<i>(Listen to the radio).</i>
05.47.52	07.57	AM		<i>??</i>

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05.47.59	08.04	AM	LP	<i>May we open the door, okay?</i>
05.48.02	08.07	AM	RP	<i>And the slide!</i>
05.48.03	08.08	AM	LP	<i>Remember, remember the slide!</i>
05.48.04	08.09	AM	AP	<i>Twenty, we open here.. [seat 20!]</i>
05.48.06	08.11	AM	LP?	<i>Yes.</i>
05.48.13	08.18	LP	MEC	<i>Hello</i>
05.48.14	08.19	LP	LP	<i>Yes, we have a table in a seat row in Delta position that is falling down, do you think you can have look at it, I think it's only a screw that needs to be fastened.</i>
05.48.28	08.33	LP	MEC	<i>?? doubtful to be able to (repair) it, but I will check it.</i>
05.48.34	08.39	LP	LP	<i>Thank you.</i>
05.48.37	08.42	AM	AP	<i>Fasten it, fasten it!</i>
05.48.39	08.44	AM	RP?	<i>Good idea.</i>
05.49.14	09.19	AM	AP	<i>Please.</i>
05.49.17	09.22	AM	RP?	<i>Thank you, thank you.</i>
05.49.18	09.23	AM	LP?	<i>Thank you.</i>
05.49.45	09.50	AM	LP	<i>I hope he brought his screwdriver.</i>
05.50.39	10.44	AM	RP	<i>?? now it's time to start up..</i>
05.50.41	10.46	AM	LP?	<i>Fixed</i>
05.50.43	10.48	AM	LP	<i>Thank you very much, we're starting now.</i>
05.50.51	10.56	AM	AP	<i>It's, it's fixed.</i>
05.50.57	11.02	AM	LP?	<i>We can start up?</i>
05.50.59	11.04	AM	LP?	<i>We should have a departure check.</i>
05.51.01	11.06	AM	RP	<i>Lights on ... (and finally we may check there).</i>
05.51.25	11.30	AM	?	<i>(They shall finish).</i>
05.51.29	11.34	LP	LP	<i>Yes ground are you ready.</i>
05.51.31	11.36	LP	MEC	<i>Yes sir, we are ready capitano, confirm(ing) departure check is performed.</i>
05.51.37	11.42	LP	LP	<i>Thank you, we are starting right and left then.</i>
05.51.39	11.44	AM	AP	<i>We are ready again.</i>
05.51.40	11.45	AM	LP	<i>Thank you..</i>
05.51.41	11.46	AM	LP	<i>Start right!</i>
05.51.49	11.54	AM	RP	<i>Valve open.</i>
05.51.56	12.01	AM	RP	<i>Oil pressure, N1.</i>
05.52.11	12.16	AM	LP	<i>Fuel on.</i>
05.52.11	12.16	AM		<i>[Sound from Engine ignition and Generator connect]</i>
05.52.21	12.26	AM	LP	<i>Start left.</i>
05.52.26	12.31	AM	RP	<i>Valve open</i>
05.52.37	12.42	AM	RP	<i>Oil pressure, N1.</i>
05.52.40	12.45	AM		<i>[Sound from two ovens starting in galley].</i>
05.52.51	12.56	AM	LP	<i>Fuel on.</i>
05.52.51	12.56	AM		<i>[Sound from engine ignition and generator connect].</i>
05.53.05	13.10	AM	RP	<i>Valve closed.</i>
05.53.13	13.18	LP	LP	<i>Yes both engines are running nicely, you may disconnect, thank you for your help, have a good day.</i>
05.53.19	13.24	LP	MEC	<i>Thank you, thank you very much sir, you two, bye bye ciao.</i>
05.53.25	13.30	LP	LP	<i>Ciao</i>
05.53.27	13.32	AM	RP	<i>Air conditioning and APU - auto and set. Electrical power.</i>
05.53.31	13.36	AM	LP	<i>Now checked left side.</i>
05.53.33	13.38	AM	RP	<i>Hydraulic pressure and pumps - checked and set. Flight controls.</i>
05.53.37	13.42	AM	LP	<i>Checking.</i>
05.53.54	13.59	AM	LP	<i>Checked.</i>
05.53.55	14.00	AM	RP	<i>Ice protection, fuel heat.</i>
05.53.57	14.02	AM	LP	<i>They are normal, set and checked.</i>
05.54.00	14.05	AM	RP	<i>Pneumatic crossfeed set. Annunciator panel and lights.</i>
05.54.02	14.07	AM	LP	<i>Checked.</i>
05.54.03	14.08	AM	RP	<i>Clear signal and lights.</i>
05.54.04	14.09	AM	LP	<i>Received, lights on.</i>
05.54.06	14.11	AM	RP	<i>Flaps and slats.</i>
05.54.06	14.11	AM	LP	<i>Eleven.</i>
05.54.10	14.15	AM	RP	<i>Cabin report.</i>
05.54.12	14.17	AM	LP	<i>It is received.</i>
05.54.14	14.19	AM	RP	<i>??</i>

B, DMA CVR2, eng, UTC

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05.54.17	14.22	AM	RP	<i>We have received it once. The she said it was OK.</i>
05.54.20	14.25	AM	LP	<i>Yes.</i>
05.54.21	14.26	AM	LP	<i>Then we ask for taxi.</i>
05.54.23	14.28	#	RP	<i>Ground, Scandinavian 686 request taxi from 13.</i>
05.54.28	14.33	#	RP	<i>Scandinavian 686, taxi to the holding position Cat 3, QNH 1013, and please call me back entering the main taxiway.</i>
05.54.37	14.42	#	GND	<i>Taxi holding Cat 3, QNH 1013, call you when entering the main taxiway, Scandinavian 686.</i>
05.54.45	14.50	#	GND	<i>[Click as reply].</i>
05.54.45	14.50	AM	RP	<i>Cleared right.</i>
05.54.46	14.51	AM	LP	<i>Thank you, taxi holding point Cat 3.</i>
05.54.49	14.54	AM	RP	<i>Check list (completed) [Concealed by radio traffic].</i>
05.54.52	14.57	AM	?	<i>?? [Concealed by radio traffic].</i>
05.55.40	15.45	#	IAS	<i>Ground buongiorno, I-DEAS ... [In Italian].</i>
05.55.46	15.51	#	GND	<i>IAS buongiorno .... [In Italian].</i>
05.56.29	16.34	AM	LP	<i>Yes, they need new surfacing soon.</i>
05.56.31	16.36	AM	RP	<i>Yes..</i>
05.56.46	16.51	AM	?	<i>?? [Concealed by radio traffic].</i>
05.56.54	16.59	AM	LP	<i>?? that taxiway</i>
05.56.55	17.00	#	LRA	<i>Ground L-RA.</i>
05.57.31	17.36	#	IBI	<i>Stop del R5, I-BI.</i>
05.57.33	17.38	#	GND	<i>I-BI mantenente un attimo, break, Scandinavian 686, Ground.</i>
05.57.38	17.43	#	RP	<i>Go ahead Sir.</i>
05.57.40	17.45	#	GND	<i>Your position please.</i>
05.57.43	17.48	#	RP	<i>No we still haven't reached the main taxiway Scandinavian 686.</i>
05.57.46	17.51	#	GND	<i>Confirm on the main taxiway now Sir?</i>
05.57.49	17.54	AM	RP	<i>No we have stand ...</i>
05.57.50	17.55	AM	LP?	<i>(36)</i>
05.57.53	17.58	#	RP	<i>No we are (around) stand (30), Scandinavian 686.</i>
05.58.03	18.08	AM	LP	<i>(Now you are on the main taxiway.)</i>
05.58.04	18.09	#	GND	<i>Scandi 686, Ground.</i>
05.58.07	18.12	#	RP	<i>Yes now we are entering the main taxiway, Scandinavian 686.</i>
05.58.12	18.17	#	GND	<i>Thank you Sir, continue, I call you back for the transponder code.</i>
05.58.15	18.20	#	RP	<i>Scandinavian 686.</i>
05.58.16	18.22	#	GND	<i>I-BI continuate sul principlae linea Alfa.</i>
05.58.20	18.25	#	IBI	<i>Principale linea Alfa I-BI.</i>
05.58.23	18.27	#	DVX	<i>Linate, buongiorno D-IEVX, request startup with information Charlie.</i>
05.58.25	18.30	AM	LP	<i>He wanted you to say that you were on the taxiway, even if it wasn't anything.</i>
05.58.28	18.33	#	GND	<i>D-IEVX, buongiorno, please speak a bit louder, thank you, you are cleared to destination via Saronno 5A, Arles 8A transition, 6000 feet initial climb.</i>
05.58.31	18.36	AM	RP	<i>Yes.</i>
05.58.33	18.38	AM	LP	<i>(Contact) 170 [concealed by radio traffic]</i>
05.58.37	18.42	AM	RP	<i>170 checked. Nav aids, flight guidance.</i>
05.58.42	18.47	AM	LP	<i>(?? beacons), we have Linate, we have Trezzo, level 100 small bank ??.</i> <i>Linate ?? [Concealed by IVX clearance].</i>
05.58.47	18.52	#	DVX	<i>D-IEVX is cleared destination Saronno 5A, thereafter (Acon) 8A departure, climb initially 6000. .VX</i>
05.58.56	19.01	AM	RP	<i>Set and checked. (Takeoff rating.) EPR bugs.</i>
05.58.57	19.02	#	GND	<i>OK, Arles 8A the transition, startup is approved according to the slot 0619.</i>
05.59.04	19.09	#	DVX	<i>Startup is approved according a slot and confirm Arnis 8A.</i>
05.59.05	19.10	AM	RP	<i>Set and checked, transponder next.</i>
05.59.08	19.13	#	TWR	<i>(Yes)</i>
05.59.09	19.14	#	1-937	<i>Buongiorno ground, Air One 937 I call you the slot, request startup clearance.</i>
05.59.09	19.14	AM		<i>Yes we had received it, yes.</i>
05.59.10	19.15	AM	RP	<i>(No, yes.)</i>
05.59.12	19.17	AM	?	<i>(Yes they said call you back for transponder)</i>
05.59.15	19.20	AM	RP?	<i>(Yes that's correct)</i>
05.59.15	19.20	#	GND	<i>937 buongiorno, slot 061... 0610, startup in accordance, Pikot 5A, Carpi 5A, 5000 feet.</i>
05.59.27	19.32	#		<i>In according Pikot 5A, Carpi 5A, 5000 feet Air One 937.</i>
05.59.32	19.36	#	GND	<i>937 correct, break Scandinavian 686, when airborne squawk 0 triple 4.</i>

B, DMA CVR2, eng,UTC

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05.59.38	19.43	#	RP	0 triple 4, Scandinavian 686.
05.59.41	19.46	#	GND	That is correct, passing the fire station call tower 18,1 bye.
05.59.45	19.50	#	RP	Ground Scandinavian 686, bye.
05.59.50	19.55	AM	LP	??
05.59.53	19.58	AM	RP	Yes then it's set, brake temp checked. Check list (to one minute warning).
05.59.58	20.03	AM	LP	Thank you.
06.00.04	20.09	AM	?	?? [Concealed by radio traffic].
06.00.04	20.09	#	AZ2021	Ground buongiorno Alitalia 2021, B6, request start up clearance.
06.00.09	20.14	#	GND	Alitalia 2021, buongiorno, slot 0610, startup in accordance, Pikot 5A, Carpi 8A, 5000 feet.
06.00.18	20.23	#	AZ2021	Startup clearance in accord our slot 0610, Pikot 5A, Carpi 2A, 5000 feet initial, Italia 2021.
06.00.27	20.32	#	GND	[Click]
06.00.33	20.38	#	OS222	Linate ground, buongiorno, Austrian triple 2, with information Charlie, stand is 30, request startup and ATC clearance.
06.00.41	20.46	#	GND	Austrian triple 2, buongiorno, slot time 0623, startup in accordance, Trezzo 5A, Oskor 9A, Flight Level 100.
06.00.52	20.57	#	OS222	Austrian triple 2, start is approved according to C-T-O-T 0623, and we are cleared the departure route Trezzo 5A and Oskor ... 9...[Broken, probably because SK686 changes to tower frequency].
06.00.58	21.03	AM	?	??
06.01.12	21.17	AM	LP?	No he is taxiing slowly and very calm.
06.01.17	21.22	AM	RP	(There is one more, isn't there?).
06.01.19	21:24	AM	LP	(We are behind him then)
06.01.24	21.29	#	RP	Tower buongiorno, Scandinavian 686, sequence to 36R.
06.01.29	21.34	#	TWR	Ciao Scandinavian 686 number 4.
06.01.32	21.37	#	RP	686
06.01.34	21.39	AM	LP	Four (then departure is on time)
06.01.39	21.44	AM	RP	We don't know how many landings he has.
06.01.41	21.46	AM	LP	No
06.02.46	22.51	#	TWR	Alitalia 226 buongiorno, continue, line up and wait 36.
06.02.50	22.55	#	AZ226	Line and wait 36R Alitalia 226.
06.03.23	23.28	#	TWR	Alitalia 226 (is also) cleared for takeoff 36, the wind is calm, report rolling.
06.03.28	23.33	#	AZ226	Cleared for takeoff 36 Right, we'll report rolling, Alitalia 226.
06.03.48	23.53	#	TWR	Alitalia 410, when clear from the MD80, you can continue with (stop) the Cat 3 (stop).
06.03.55	24.00	#	AZ410	When clear from the MD80, continue stop Cat 3 Bravo, Alitalia 410.
06.04.02	24.07	#	TWR	[Click]
06.04.15	24.20	#	AZ226	Rolling Alitalia 226.
06.04.17	24.22	#	TWR	Roger. Alitalia 2019, continue line up and wait 36.
06.04.24	24.29	#	AZ2019	Line up and wait 36, 2019...
06.04.32	24.37	#	TWR	Alitalia 410, you can overtake stop bars and continue for holding point Cat 1.
06.04.41	24.46	#	AZ410	Continue to the holding point Cat 1, Alitalia 410.
06.04.56	25.01	AM	RP	Of course, the RVR is bad I assume, so no one is landing.
06.05.00	25.05	AM	LP	No.
06.05.10	25.15	AM	RP?	??
06.05.25	25.30	#	TWR	Alitalia 226, airborne 05, identified, squawk ident and contact Milano 126,75 (bye)
06.05.31	25.36	#	AZ226	Milano 126,75, squawk ident Alitalia 226, ciao.
06.05.35	25.40	#	TWR	Alitalia 2019 Linate, cleared for takeoff 36, wind is calm, report rolling.
06.05.40	25.45	#	AZ2019	2019 cleared for takeoff... rolling now.
06.05.46	25.51	#	TWR	Roger. Alitalia 410, line up and wait in sequence after departing MD80.
06.05.51	25.56	#	AZ410	Line up and wait in sequence, Alitalia 410.
06.05.59	26.04	#	TWR	Scandinavian 686, you can continue taxi until Cat 1.
06.06.04	26.09	#	RP	Continue taxi until Cat 1, Scandinavian 686.
06.06.07	26.12	#		[Italian]
06.06.16	26.21	AM	RP	Just go in there.
06.06.18	26.23	AM	LP	Yes.
06.06.21	26.26	AM	LP	Un Mafioso [Laughing]
06.06.27	26.32	AM	LP	He had his private Cat 3 holding.
06.06.29	26.34	AM	RP	Yes exactly!
06.06.31	26.36	AM	RP	There is a (windsock)

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06.06.34	26.39	AM	LP?	<i>(Up and down?)</i>
06.06.52	26.57	#	TWR	Alitalia 2019, airborne 06, identified, squawk ident and contact Milano 126,3, buongiorno.
06.06.59	27.04	#	AZ2019	26,3, good day.
06.07.03	27.08	AM	RP	<i>(I think it sounds more familiar)</i>
06.07.12	27.17	#	TWR	Alitalia 410, Linate, cleared for takeoff 36, wind is calm, report rolling.
06.07.18	27.23	#	AZ410	Cleared for takeoff 36, Alitalia 410.
06.07.37	27.42	#	AZ410	Rolling, Alitalia 410
06.07.39	27.44	#	TWR	Roger
06.07.40	27.45	#	TWR	Scandinavian 686, line up and wait 36 right.
06.07.45	27.50	#	RP	Line up and wait 36 right, Scandinavian 686. [Sound from another aircraft taking off can be heard]
06.07.48	27.53	AM	LP	Line up and wait 36.
06.07.49	27.54	AM		[Takeoff warning chime]
06.07.51	27.56	#	TWR	I-BI [Italian]
06.07.52	27.57	AM	RP	Cabin.
06.07.53	27.58	AM	LP	Is warned
06.07.54	27.59	AM	RP	Spoilers.
06.07.55	28.00	AM	LP	Is armed.
06.07.56	28.01	#	IBI	[Italian]
06.07.56	28.01	AM	RP	Autobrakes. takeoff and armed.
06.07.58	28.03	AM	RP	Takeoff data.
06.08.00	28.05	AM	LP	(5)7 tons, yes and it is checked it was full runway yes.
06.08.08	28.13	AM	RP	Runway update performed, check list complete.
06.08.11	28.16	AM	LP	Thank you.
06.08.16	28.21	AM	LP	We haven't received any RVR, but it is more than 125 meters.
06.08.20	28.25	AM	RP	Guaranteed!
06.08.31	28.36	#	TWR	Alitalia 410, airborne 08, identified, squawk ident, and contact Milano on 126,75, buongiorno.
06.08.39	28.44	#	AZ410	Ident, 1 ... 126,75, Alitalia 410, buongiorno.
06.08.44	28.49	#	IBI	[Italian]
06.08.46	28.51	#	TWR	[Italian to I-BI]
06.08.49	28.54	AM	LP	(? compasses are checked). [Concealed by radio traffic].
06.08.52	28.57	#	IBI	Okay, I-BI.
06.09.18	29.23	#	MER	[Italian: Milano buongiorno de la Meridiana ..]
06.09.24	29.29	#	TWR	Meridiana ....[Italian].. break, break Scandinavian 686, Linate, cleared for takeoff 36, the wind is calm, report rolling, when airborne squawk ident.
06.09.37	29.42	#	RP	Cleared for takeoff 36 set, when airborne squawk ident, and we are rolling Scandinavian 686.
06.09.44	29.49	#	TWR	Roger.
06.09.45	29.50	#	TWR	I-BI [Italian]
06.09.45	29.50	AM	LP	(Compasses checked true), auto throttle on, set thrust
06.09.47	29.52	AM		[Sound from rolling]
06.09.49	29.54	#	IBI	[Italian]
06.09.51	29.56	#	TWR	Meridiana [Italian]
06.09.53	29.58	#	MER	[Italian]
06.09.56	30.01	AM	RP	(Set thrust, instruments are checked .... and 130).
06.09.58	30.03	#	TWR	[Italian to Meridiana]
06.10.03	30.08	AM	LP	(130 checked) [Concealed by radio traffic].
06.10.06	30.11	#	MER	[Italian]
06.10.11	30.16	#	TWR	[Italian to Meridiana]
06.10.14	30.19	AM	RP	Vee one
06.10.16	30.21	AM	RP	Rotate [4.8 seconds before impact].
06.10.16	30.21	#	MER	[Short reply from Meridiana].
06.10.18	30.23	AM		[Clicking noise from nose wheel lift off, vibration noise from nose wheel and instrument fan spinning down. Sound from runway decreasing]
06.10.20	30.25	AM	RP?	(Va sat?) [Callout, starting 0.5 seconds before impact.]
06.10.21	30.26	AM		[Heavy noise from impact, heard on all CVR tracks. Time from start of impact to end of recording is 0.65 seconds.]
06.10.21	30.26	#		[Sound from ELT, heard on all tracks last except Service Interphone, during last 0.2 seconds.]

B, DMA CVR2, eng,UTC