



AFP – Monday January 21, 2008

ROME (AFP) — **Three passengers on an Alitalia flight between Milan and Bari were arrested Saturday morning at the airport of Milan-Linas because they had not turned off their cell phones while the aircraft's was getting full speed for take-off, told the Italian press on Sunday.**



An airplane landing phase at the airport in Milan

The captain - who had previously sought three times the passengers to switch off their mobile - **stopped the aircraft already running at full speed on the runway, reporting that he got interferences with the navigation instruments of the plane.**

The police stepped on board to question the three passengers who committed a fault and were spotted by the crew. They will be prosecuted for "Failure to respect aviation safety standards" and run the risk of up to three months in jail.

The aircraft with the other passengers was finally able to take off with an hour and a half delay.



Analysis

Communiqué AFP:

The bulk of interferences (generating a electromagnetic incompatibility on on-board electronics) does not come from the fact that the cell phones were not turned off; the major cause of the interferences comes from the power of radiation emitted **because the three passengers were calling in the plane or having failed a direct connection with a mobile phone base station in the airport of Milan-Linas (airplane = partial Faraday cage = amplification of radiation by reflections).**

TF1 - LC I (French TV): "... *The police stepped on board to question the three passengers who committed a fault and were spotted by the crew.*"

Londres Heathrow Crash vol 38 British Airways :

The Boeing 777 Flight BA38 of British Airways, which crashed on Heathrow Airport on January 17, 2008 has suffered failure avionics, according to the draft [rapport of the AAIB](#).



[FADEC Hispano-Suiza](#)
[\(Boeing 777 explanation\)](#)

According to the initial findings, the assumption of a simultaneous failure of both FADEC (Full Authority Digital Engine Control), which are digital engine controls (interface) with FULL AUTHORITY and are redundant, i.e . commanding **in a totally independent way the management of both turbojet engines, should be considered due to a strong interference (pulse) radiofrequency electromagnetic microwave in GHz ?**

The FADEC normally operates under 400 Hz. . . .

This avionic failure of the Boeing 777 aircraft of the British Airways occurred in the final approach phase two nautical miles away from the airport, at low altitude and right over the urban area of Hounslow...

We kindly ask our English Friends to establish the mapping of the radio mobile phone coverage of this area, including beams of Hertzian Repeaters.

Next-up would like the AAIB to control all the mobile phone numbers of passengers to determine if call attempts or mobile radio communications took place on January 17, 2008 between 12.39 and 12.43 with one of more of the base stations in the Hounslow area.

The hypothesis of a terrorist action by a directed [energy microwave radiation](#) cannot be excluded.

Next-up organisation