



10"

PIL : Left heading 150.

CTL : FLIGHT LAND 783, you may resume your own navigation direct to SALCO

and there will be (1)

10"

CTL : AIR France 920 good afternoon, DAYNE 1A arrival Manchester,

(2)

10"

CTL : SABENA 605 descend to FL80, leave Lambourne

(3)

10"

CTL : LUFTHANSA 403 reduce 170kts following a JUMBO

(4)

for the other runway.

10"

CTL: er, LUFTHANSA 3303, you're following Airbus 320, your company, 12 o'clock, 4 miles, er, 5 miles

(5)

other runway.

10"

CTL : LUFTHANSA 181, reduce 170kts, maintain to outer marker

(6)



10"

CTL : LUFTHANSA 4307 turn left heading 090,

(7)

10"

PIL : 7 left 301, confirm NDB ?

CTL : No (8)

LUXAIR 6301.

10"

CTL : Affirm 588, your start is approved now,

MIDHURST 3G

(9)

10"

CTL : Continental 69, make a long push back, aircraft

(10)

10"

PIL : Heathrow ground good afternoon LUFTHANSA 4088.

CTL : LUFTHANSA 4088, hello

(11)

10"

CTL : ADRIA 1616, you have to be overhead KLAGENFURT

(12)



10"

CTL : LUFTHANSA 003, good afternoon to you, identified. Cleared direct to 54N15W advise

(13)

10"

CTL : AEROMEXICO 32 radar identified.

CTL : Expect 33 or

(14)

?

10"

CTL : ICE AIR 643, roger, I'll have higher for you when you

(15)

10"

PIL : 120.35, so long.

CTL : AIR France 51 heavy, turn right heading 120

(16)

10"

PIL : AIR CANADA 655, we're doing 290kts.

CTL : AIR CANADA 655

(17)

10"

PIL : 280kts, CANADIAN 81.

CTL : AIR TRANSAT 235, cleared profile descent, runway 24. The Toronto

(18)

speed 260kts.



ATIS 19/20

20"

Dublin information : time :

Runway in use 28

Transition level :

Weather : Surface wind

Visibility

Clouds

Air temperature 13

QNH runway 28

Trend



10"

PIL : 120 MIDLAND 2 KD.

CTL : MIDLAND 9 NL (21) QNH is 1021 Mbs

10"

PIL : Left on to 100 N501CF.

CTL : RYANAIR 042 continue (22) report your heading.

10"

CTL : LUFTHANSA 403 reduce 170 kts, following a Jumbo closing in from the south

(23)

10"

CTL : SINGAPORE 326 turn right 050

(24)

10"

PIL : LUFTHANSA 3303 right heading 340.

CTL : LUFTHANSA 181 reduce 170 kts (25) the Jumbo is 5 ahead.

10"

CTL : LUFTHANSA 007 traffic to follow 737

(26)

alternate runway.



10"

PIL : Yeah, we have him in sight LUFTHANSA 4307.

CTL : Roger (27)

?

10"

CTL : SPEEDBIRD 1 start up approved now for Kennedy COPTON 2G departure

(28)

10"

PIL : CONTINENTAL 4P taxi B.

CTL : CONTINENTAL 4P

(29)

10"

PIL : SHUTTLE 6N, A1 for push back please.

CTL : AIR SHUTTLE 6N push approved

(30)

10"

CTL : AIR MALTA 100 hold at block 6-7 outer

(31)

10"

PIL : 4000' AIR TRANSAT 790

CTL : TSC790

(32)



10"

PIL : Shanwick the CALEDONIAN 81 is maintaining level 310.

CTL : Er, roger (33) please.

SEQUENCE N

10"

CTL : AIR FRANCE 358 roger, you're radar identified

(34)

10"

CTL : ICE AIR 615 in about 2 minutes you'll have traffic 11 o'clock position. He's above you at

(35)

10"

PIL : Metering, AIR FRANCE 051 heavy good evening

CTL : AIR FRANCE 051 heavy (36)

10"

CTL : AIR FRANCE 51 heavy, follow runway heading,

Remain (37) cleared for take off.

10"

CTL : TIGER 60 heavy, affirmative 13000 and (38)



ATIS 39/40

20"

Good day. This is Dorval international airport with information A

Dorval weather at

Wind

Visibility

Sky conditions clouds

clouds

Temperature : Dew point :

Altimeter :

The IFR approach is an ILS landing runway VFR :

Departure runway

Other information : runway 24R

Inform on Montreal ATC on initial contact if you are using a VNAP A and that you have received information A.



10"

CTL : 413 taxi to the holding point runway 19 and

(41)

Z

10"

PIL : Ground, Scandinavian9240.

CTL : Scandinavian 9240, good afternoon

(42)

10"

PIL : Ground Air France 2463, ready for taxi.

CTL : Air France 2463 taxi to the holding runway 19,

(43)

10"

CTL : Air France 2463 you are (44)

10"

PIL : Yes we can but for a while !

CTL: Yes can you increase further

(45)

?

10"

CTL : 9947 you may proceed direct to Newcastle, I have an

(46)

just ahead of you, altitude is unknown.



10"

PIL : Left 265 descend 4000 ft 1014, Speedbird 981.

CTL : Speedbird 981 correct, (47) contact Director 127,52
Call sign only.

10"

CTL : Lufthansa 4086 roger, descend to flight level 90, continue in the Lambourne hold,

The overall (48)

10"

PIL : Turn left 560.

CTL : Shuttle 5L turn left 120 (49)

10"

PIL : G-LT, Thank you for your assistance !

CTL : G-LT, I've got (50) for you, not above 2500ft anyway.

10"

PIL : Tower good afternoon, Britannia003B.

CTL : Britannia003B, Hi, 26 miles from touchdown (51)

10"

CTL : Philippine 203, could you do a right turn about 90° now otherwise you're gonna

go into an (52)



10"

PIL : LUFTHANSA 410 request FL390.

CTL : Martinair 637

(53)

10"

CTL : You're doing fine thank you.

CTL : Garbe 456

(54)

Approved.

Squawk VFR, frequency change

10"

CTL : Forbe 112PR, contact San Juan Center 135.7.

If no joy

(55)

10"

PIL : Climb and maintain flight level 260, American 1019.

CTL : American 1019 if you would
the right.

(56)

and turn 10° to

10"

PIL : Okay, we're looking, we don't have him.

CTL : Air Transat 645 Heavy

(57)

10"

CTL : AIR TRANSAT 645, you can expect higher on the next frequency with Denver Center.

You have

(58)

at FL330.



ATIS 59/60

20"

This is Heathrow information hours weather.

Landing runway Departure runway

Surface wind varying between 180° and 280°

Visibility

Nil weather

Cloud

Temperature

Dew point

QNH

Please be advised that Dover VOR is unserviceable from

Pilots are requested to take caution while manoeuvring in the runway holding areas

is not assured.

Pilots are requested to report aircraft type and acknowledging information XXX on first contact with Heathrow.



10"

PIL : Stand 36.

CTL : Ukraine 744 (61)

10"

CTL : Lithuanian 413 proceed to (62)

10"

PIL : Ground Air France 2463 good evening on gate 12 for the push and start please.

CTL : Air France 2463 are you able to be (63)

10"

CTL : Air France 2463, good evening.

CTL : Air France 2463 (64)

10"

CTL : Falcon 002 calling Maastricht ?

CTL : Air France 2462 (65)

10"

CTL : 901U thank you range 27 miles 09L,

Contact Director 127,52 (66)



10"

CTL : Midland 560 roger maintain flight level 120 and hold at Lambourne

(67)

10"

PIL : Level 110 Scandinavian 511.

CTL : Speedbird 963 range 23 miles 09L

(68)

10"

PIL : 2963 established.

CTL : 2963 descend on the ILS

(69)

10"

CTL : G-LT, I've got no altitude restriction for you (70) anyway,

I keep you outside that class E airspace and also there's no restriction on your right turn now. Set course direct to XXXXX.

10"

PIL : Heathrow good afternoon Britannia 003B

CTL : Britannia 003B, Hi, you are (71) you're number 4.

10"

CTL : You are just on a heading of an active Danger Area, can you do

(72)

Please.



10"

PIL : 210 knots and then to 3000 United 675.

CTL : Amtran 863 (73)

10"

PIL : Toronto Tower, Air Transat 282.

CTL : Transat 282, thank you (74)

10"

PIL : Air France 3743 standing by for descent.

CTL : Air France 3743 roger and (75)

10"

CTL : Garbe 456 radar service terminated, squawk VFR,

(76)

10"

CTL : Delta 565 right turn at the next intersection, cross runway 25R

(77)

Contact Ground point 1, traffic holding in position.

10"

CTL : Friendship 94P, wind 200/17, runway 19L, cleared for take-off

(78)

Traffic off 25R



ATIS 79/80

20"

Good morning Dublin information : **D** Time :

Runway in use approach

Runway surface

Transition level :

Operational information : expect in the vicinity of the airport.

Surface wind :

Visibility :

Clouds

Temperature Dew point

QNH Threshold QFE runway XX

Trend NOSIG.



10"

CTL: Speedbird 116 (81) to London 134,75.

10"

PLT: Good morning Shannon, Delta 129

CTL: Delta 129, good morning (82)

10"

CTL: Delta 138, that's approved (83)

10"

PIL: Ground good afternoon Speedbird 869 coming in

CTL: Speedbird 869, good afternoon (84) C 28

10"

CTL : Ascott 5209, turn left 10 degrees (85)

10"

CTL : Speedbird 59 LL reduce speed now (86)



10"

PIL: Air France 3532 good day, descending 4000

CTL: Air France 3532 thank you, 27 right, (87)

10"

PIL: Kuwaiti 3 103 good morning, J information, start and push back for Kuwait

CTL: Kuwaiti 104 (88)

10"

PIL : Good morning, Lufthansa 4019 X E7 request pushback

CTL : Lufthansa 4019, E7 roger (89) 737, push
approved

10"

CTL : UK 954 what's your (90)

10"

PIL : Shamrock 372, established 10 miles

CTL: 372, roger continue ILS, (91) contact Tower 118,7
Goodbye

10"

CTL : Speedbird 176 traffic 10 miles (92)



10"

CTL : xxx, you're leaving the New York class B, (93)
7 miles north east of xxxxx xxxxx.

10"

CTL : 75 PH heading 060 (94) maintain 3500.

10"

CTL : American 735, Miami center, roger
Squawk 4067

(95)

10"

CTL: United 976, take the H3

(96)

10"

PIL: Good morning, Toronto, Air Transat 638 heavy 2000 feet for 5000, off runway 33 Right

CTL: Air Transat 638, good morning, (97)

10"

CTL :American 211 heavy is cleared direct Colby, (98)



ATIS 99/100

20"

This is Heathrow information K weather

call 124,47 for start up

Wind

Visibility

Clouds , Broken clouds at

Temperature +8° Dew point +5°

QNH mb

Landing runway Departure runway

during the last mile of final approach

to runway 27 right

Please aircraft type and

Information K received on first contact

CORRECTION BANDE (1 à 20)

- 1) RADAR INFORMATION SERVICE
- 2) LANDING RUNWAY 24
- 3) 270° YOUR SPEED 210KTS
- 4) CLOSING IN FROM THE SOUTH
- 5) SAME ALTITUDE
- 6) THE JUMBO IS 5 AHEAD
- 7) INTERCEPT LOCALIZER
- 8) YOU CAN HAVE AN ILS RWY 7L
- 9) DEPARTURE SQUAWK 0363
- 10) JUST VACATED FOR YOUR GATE
- 11) LEFT OUTER E5
- 12) FL190 OR ABOVE
- 13) WHEN READY FOR LEVEL CHANGE
- 14) ARE YOU ABLE TO CLIMB NOW TO 370
- 15) PASS CROSSING TRAFFIC
- 16) INCREASE YOUR RATE OF CLIMB THROUGH 8000
- 17) INCREASE TO 300KTS OR GREATER
- 18) ALTIMETER IS 2967

ATIS 19/20)

L 1500
ILS APPROACH
FL60
FROM 220° MAG 09KTS
10 KM
SCT 3000' BKN 6000'
DEW POINT 06
1018 Hpa THRESHOLD QFE 1011 Hpa
NOSIG

0	à	2	=	0Ps
3	à	5	=	1/2
6	à	8	=	1
9	à	10	=	11/2
11	à	12	=	2

CORRECTION BANDE (21 à 40)

- 21) DESCEND ALTITUDE 4000'
- 22) PRESENT HEADING UNTIL ADVISED
- 23) FOR THE OTHER RUNWAY
- 24) CLEARED ILS RUNWAY 7L
- 25) MAINTAIN TO OUTER MARKER
- 26) 1 O'CLOCK SAME ALTITUDE 4 MILES
- 27) YOU'D LIKE TO FOLLOW VISUAL
- 28) SQUAWK 2241 STANDARD SM
- 29) RIGHT INNER HOLDING POINT 27L
- 30) FACE EAST
- 31) SHORT OF 27L
- 32) DO YOU HAVE GROUND CONTACT
- 33) NEXT REPORT 15W
- 34) OMIT POSITION REPORTING
- 35) FL370 WESTBOUND 747
- 36) YOU CAN MONITOR ON 21,75
- 37) ON THIS FREQUENCY AFTER DEPARTURE
- 38) A 090 HEADING

39/40)

18Z
270/12 30 MILES
FEW CLOUDS 4800
FEW CLOUDS 22000
26 13
2999
24L 24L
28 24L
CLOSED UNTIL FURTHER ADVISE

0	à	2	=	0Ps
3	à	5	=	1/2
6	à	8	=	1
9	à	10	=	11/2
11	à	12	=	2

CORRECTION BANDE (41 à 60)

- 41) HOLD BEFORE THE INNER TAXIWAY
- 42) TAXI TO STAND 36
- 43) EXIT APRON VIA OSCAR
- 44) AHEAD OF TRAFIC FROM RIGHT
- 45) UNTIL OUT OF 31
- 46) UNIDENTIFIED SQUAWK
- 47) RANGE 24 MILES, 9 LEFT
- 48) DELAY IS ABOUT 10'
- 49) REPORT ESTABLISHED 09 LEFT
- 50) NO ALTITUDE RESTRICTION
- 51) YOU ARE N°4
- 52) ACTIVE DANGER AREA
- 53) HOW IS YOUR RIDE AT 350
- 54) RADAR SERVICE TERMINATED
- 55) CONTACT THEM FREQUENCY 125.0
- 56) GIVE ME A GOOD RATE OF CLIMB
- 57) TRAFFIC NO LONGER A FACTOR
- 58) TRAFFIC CONVERGING RIGHT NOW

59/60)

W 1120
27L 27R
240°/10 kts
25 KM
SCT 3500'
+ 26' + 16
1021 mbs
1100 HOURS UNTIL FURTHER NOTICE
AS WING TIP CLEARANCE

0	à	2	=	0Pts
3	à	5	=	1/2
6	à	8	=	1
9	à	10	=	11/2
11	à	12	=	2

CORRECTION BANDE (61 à 80)

- 61) NEW STAND S71
- 62) HOLDING POINT RUNWAY 19
- 63) AIRBORNE IN 7'
- 64) LINE UP AND WAIT RUNWAY 19
- 65) WHAT IS YOUR RATE OF CLIMB
- 66) CALL SIGN ONLY
- 67) THE DELAY IS GOING TO BE 10'
- 68) DESCEND ALTITUDE 4000 QNH 1014 mbs
- 69) CAN YOU DO 170 KTS TILL 4 DME
- 70) NOT ABOVE 2500'
- 71) 26 MILES FROM TOUCHDOWN
- 72) RIGHT TURN OF ABOUT 80 OR 90°
- 73) DO YOU HAVE THE AIRPORT IN SIGHT
- 74) HOLD SHORT 32R
- 75) SAY YOUR REQUESTED ALTITUDE
- 76) FREQUENCY CHANGE APPROVED
- 77) KEEP ROLLING ON G
- 78) CAUTION WAKE TURBULENCE

79/80)

0800
28 ILS
CONDITION DRY
FL65
INCREASED BIRD ACTIVITY
250 (MAG) 07 KTS
10 km
FEW 4000'
13 10
1009 HPA 1002 HPA

0	à	2	=	0Pts
3	à	5	=	1/2
6	à	8	=	1
9	à	10	=	11/2
11	à	12	=	2

CORRECTION BANDE (81 à 100)

- 81) REPORT YOUR HEADING
- 82) SQUAWK A 2061
- 83) NEGATIVE SPEED RESTRICTION
- 84) RIGHT ON THE INNER
- 85) RADAR HEADING
- 86) AT YOUR DISCRETION
- 87) RANGE IS 20 MILES
- 88) M26, PUSH APPROVED
- 89) AFTER ONE INBOUND COMPANY
- 90) INDICATED AIR SPEED IN THE CRUISE
- 91) 160 KTS TO 4 DME
- 92) BEHIND 6 O'CLOCK 330
- 93) RADAR SERVICE TERMINATED
- 94) THE TRAFFIC NO A FACTOR
- 95) RESET TRANSPONDER
- 96) CONTACT GROUND 121,65
- 97) YOU'RE RADAR IDENTIFIED
- 98) REST UNCHANGED
- 99/100)

0945 HOURS
ALL DEPARTING AIRCRAFT
210° AT 17 KTS
25 KMS
FEW 1700 ft 2200 ft
1000 MB
27R 27L
TURBULENCE MAY BE EXPERIENCED
REPORT ACKNOWLEDGE

0	à	2	=	0Pts
3	à	5	=	1/2
6	à	8	=	1
9	à	10	=	11/2
11	à	12	=	2