PIL: Left heading 150.

CTL: FLIGHT LAND 783, you may resume your own navigation direct to SALCO and there will be (1) 100 nm.

---

CTL: AIR France 920 good afternoon, DAYNE 1A arrival Manchester, (2) 100 nm.

---

CTL: SABENA 605 descend to FL80, leave Lambourne (3) 100 nm.

---

CTL: LUFTANSA 403 reduce 170kts following a JUMBO (4) for the other runway.

---

CTL: er, LUFTANSA 3303, you're following Airbus 320, your company, 12 o'clock, 4 miles, er, 5 miles (5) other runway.

---

CTL: LUFTANSA 181, reduce 170kts, maintain to outer marker (6) 100 nm.
CTL : LUFTANSA 4307 turn left heading 090,

(7)

PIL : 7 left 301, confirm NDB ?

CTL : No LUXAIR 6301.

(8)

CTL : Affirm 588, your start is approved now,

MIDHURST 3G (9)

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

(10)

PIL : Heathrow ground good afternoon LUFTANSA 4088.

CTL : LUFTANSA 4088, hello (11)

CTL : ADRIA 1616, you have to be overhead KLagenfurt

(12)
CTL : LUFT Hansa 003, good afternoon to you, identified. Cleared direct to 54N15W advise

(13)

CTL : AEROMEXICO 32 radar identified.

CTL : Expect 33 or (14) ?

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

(15)

PIL : 120.35, so long.

CTL : AIR France 51 heavy, turn right heading 120

(16)

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

CTL : AIR CANADA 655 (17)

PIL : 280kts, CANADIAN 81.

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

(18) speed 260kts.
Dublin information: 

Runway in use 28:

Transition level:

Weather: Surface wind:

Visibility:

Clouds:

Air temperature 13:

QNH: runway 28:

Trend:
PIL: 120 MIDLAND 2 KD.

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

PIL: Left on to 100 N501CF.

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

CTL: LUFTHANSA 403 reduce 170 kts, following a Jumbo closing in from the south (23)

CTL: SINGAPORE 326 turn right 050 (24)

PIL: LUFTHANSA 3303 right heading 340.

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

CTL: LUFTHANSA 007 traffic to follow 737 (26) alternate runway.
PIL: Yeah, we have him in sight LUFTHANSA 4307.

CTL: Roger

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

CTL: AIR SHUTTLE 6N push approved

PIL: CONTINENTAL 4P taxi B.

CTL: CONTINENTAL 4P

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

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

PIL: 4000' AIR TRANSAT 790

CTL: TSC790
PIL: Shanwick the CALEDONIAN 81 is maintaining level 310.

CTL: Er, roger (33) please.

CTL: AIR FRANCE 358 roger, you’re radar identified (34)

CTL: ICE AIR 615 in about 2 minutes you’ll have traffic 11 o’clock position. He’s above you at (35)

PIL: Metering, AIR FRANCE 051 heavy good evening.

CTL: AIR FRANCE 051 heavy (36)

CTL: AIR FRANCE 51 heavy, follow runway heading, (37) cleared for take off.

CTL: TIGER 60 heavy, affirmative 13000 and (38)
Good day. This is Dorval international airport with information A

Dorval weather at

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<tr>
<th>Wind</th>
<th>Visibility</th>
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Sky conditions

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Temperature: Dew point:

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<th>Temperature:</th>
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Altimeter:

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The IFR approach is an ILS landing runway VFR:

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<tr>
<th>The IFR approach is an ILS landing runway</th>
<th>VFR:</th>
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Departure runway

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Other information: runway 24R

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<th>Other information: runway 24R</th>
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Inform on Montreal ATC on initial contact if you are using a VNAP A and that you have received information A.
PIL : Ground Air France 2463, ready for taxi.
CTL : Air France 2463 taxi to the holding runway 19, (43)

PIL : Ground, Scandinavian9240.
CTL : Scandinavian 9240, good afternoon (42)

PIL : Ground Air France 2463, ready for taxi.
CTL : Air France 2463 taxi to the holding runway 19, (43)

PIL : Air France 2463 you are (44)

PIL : Yes we can but for a while !
CTL : Yes can you increase further (45) ?

PIL : 9947 you may proceed direct to Newcastle, I have an (46) just ahead of you, altitude is unknown.
PIL : Left 265 descend 4000 ft 1014, Speedbird 981.

CTL : Speedbird 981 correct, contact Director 127,52

Call sign only.

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

PIL : Turn left 560.

CTL : Shuttle 5L turn left 120

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

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

PIL : Tower good afternoon, Britannia003B.

CTL : Britannia003B, Hi, 26 miles from touchdown

PIL : Philippine 203, could you do a right turn about 90° now otherwise you're gonna
go into an
PIL : LUFTHANSA 410 request FL390.

CTL : Martinair 637

(53)

10"

CTL : You’re doing fine thank you.

CTL : Garbe 456

(54)

Squawk VFR, frequency change Approved.

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

(56)

and turn 10° to the right.

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.
This is Heathrow information hours weather.

<table>
<thead>
<tr>
<th>Landing runway</th>
<th>Departure runway</th>
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Surface wind varying between 180° and 280°

Visibility

Nil weather

Cloud

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Dew point</th>
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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.
PIL : Stand 36.

CTL : Ukraine 744

CTL : Lithuanian 413 proceed to

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

CTL : Air France 2463, good evening.

CTL : Air France 2463

CTL : Falcon 002 calling Maastricht ?

CTL : Air France 2462

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

Contact Director 127,52
Ctl : Midland 560 roger maintain flight level 120 and hold at Lambourne

(67)

Pil : Level 110 Scandinavian 511.
Ctl : Speedbird 963 range 23 miles 09L

(68)

Pil : 2963 established.
Ctl : 2963 descend on the ILS

(69)

Ctl : G-LT, I've got no altitude restriction for you 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.

(70)

Pil : Heathrow good afternoon Britannia 003B
Ctl : Britannia 003B, Hi, you are you're number 4.

(71)

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

(72)
PIL: 210 knots and then to 3000 United 675.

CTL: Amtran 863 (73)

PIL: Toronto Tower, Air Transat 282.

CTL: Transat 282, thank you (74)

PIL: Air France 3743 standing by for descent.

CTL: Air France 3743 roger and (75)

CTL: Garbe 456 radar service terminated, squawk VFR,

(76)

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

(77) Contact Ground point 1, traffic holding in position.

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

(78) Traffic off 25R
Good morning Dublin information:  D  Time:  

Runway in use  

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.
CTL: Speedbird 116 to London 134.75.

PLT: Good morning Shannon, Delta 129

CTL: Delta 129, good morning

CTL: Delta 138, that’s approved

PIL: Ground good afternoon Speedbird 869 coming in

CTL: Speedbird 869, good afternoon C 28

CTL: Ascott 5209, turn left 10 degrees

CTL: Speedbird 59 LL reduce speed now
PIL: Air France 3532 good day, descending 4000

CTL: Air France 3532 thank you, 27 right, (87) 737, push approved

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

CTL: Kuwaiti 104 (88)

PIL: Good morning, Lufthansa 4019 X E7 request pushback

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

CTL: UK 954 what’s your (90)

PIL: Shamrock 372, established 10 miles

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

CTL: Speedbird 176 traffic 10 miles (92)
CTL: xxx, you’re leaving the New York class B, 7 miles north east of xxxxx xxxxx.

CTL: 75 PH heading 060 maintain 3500.

CTL: American 735, Miami center, roger Squawk 4067

CTL: American 211 heavy is cleared direct Colby,

CTL: United 976, take the H3

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

CTL: Air Transat 638, good morning,

CTL: American 211 heavy is cleared direct Colby,
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
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| 1 1/2|
| 11 à 12| 2 |
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

<table>
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<tr>
<th>0 à 2</th>
<th>0Ps</th>
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<td>3 à 5</td>
<td>1/2</td>
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<tr>
<td>6 à 8</td>
<td>1</td>
</tr>
<tr>
<td>9 à 10</td>
<td>1 1/2</td>
</tr>
<tr>
<td>11 à 12</td>
<td>2</td>
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</table>
41) HOLD BEFORE THE INNER TAXIWAY

42) TAXI TO STAND 36

43) EXIT APRON VIA OSCAR

44) AHEAD OF TRAFFIC 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 | 0Ps |
| 3 à 5 | 1/2 |
| 6 à 8 | 1   |
| 9 à 10| 11/2 |
| 11 à 12| 2   |
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  =  0Ps |
| 3  à  5  =  1/2 |
| 6  à  8  =  1    |
| 9  à  10 = 11/2 |
| 11 à 12 = 2    |
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

\[
\begin{array}{c|c|c}
0 & 2 & 0\text{Ps} \\
3 & 5 & 1/2 \\
6 & 8 & 1 \\
9 & 10 & 11/2 \\
11 & 12 & 2 \\
\end{array}
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