

ALL CLEAR?



LOSS OF COMMUNICATION

Video Scenario Transcript

This document contains the full transcript to the Blocked Transmission Video scenario. Some additional scene notes are included to aid interpretation.



CAR (Casual setting)

INTERVIEWER

How long does it normally take to get in?

ROB

*Ah .. it normally takes me about an hour to get to the tower.
Reminds me I better just call in and say I'm running a bit late.*

*Hello Michael ... Michael yeah it's Rob here. Can you hear me alright?
Hello ... Michael! .. Michael can you hear me? Ah .. blasted reception's
terrible round here.*

INTERVIEWER

You wouldn't want that to happen when you're talking to aircraft!

ROB

*No certainly wouldn't, but having said that, that reminds me of an
incident that happened just recently when I was working on the
morning peak ...*

Flashback

AJET306. COCKPIT. RUNWAY.

CAPTAIN

We've been in this queue for 15 minutes now...

FIRST OFFICER (AJet306)

Yeah, we're close to the end of the slot. We're number 1 though.

CAPTAIN (AJet306)

Yeah, but we've been number 1 for a couple of minutes, I wonder why
ATC won't let us go?

TOWER CONTROL.

ROB (as Tower Controller)

AJet306 inbound traffic at 4 miles wind 050 degrees 9 kts runway 23 cleared for take off.

AJET306. COCKPIT. RUNWAY.

CAPTAIN (AJet306)

Runway 23 cleared for take off AJet306.

FIRST OFFICER (AJet306)

About time!

Flash-forward

CAR (Casual setting)

ROB

The clearance was late because I was waiting for a TMA release from departures. After I got it, I cleared him to depart ahead of incoming traffic on finals.

Flashback

APPROACH CONTROL.

(Radar picture of BJet002 and CJet74 in trail)

APPROACH CONTROLLER

BJet002 contact tower 118 decimal 9.

BJET002. COCKPIT. MID AIR

CAPTAIN (BJet002)

Contact tower 118 decimal 5 BJet002.

(Captain BJet002 dials in frequency 118.5 not 118.9).

APPROACH CONTROL

APPROACH CONTROLLER

CJet74 continue descent to 3500ft on the QNH1004.

Flash-forward.

CAR (Casual setting)

ROB

The approach controller had missed the incorrect read back.

Flashback

BJET002. COCKPIT. MID AIR

CAPTAIN (BJet002)

Destination Tower BJet002 at 4 miles runway 23.

(Waits for response) (see below)

CAPTAIN (BJet002)

Destination Tower BJet002 at 4 miles runway 23.

(Waits for response)

CAPTAIN (BJet002)

Destination Tower BJet002 do you read?

(Waits for response again)

CAPTAIN (BJet002)

Let's go back to approach.

TOWER CONTROL. (at same time as above)

ROB

BJet002 Tower do you read?

(Waits for a response)(see above)

ROB

BJet002 Tower do you read?

Flash-forward.

CAR (Casual setting)

ROB

At this point I was starting to get really concerned because the departures were still rolling and the landing traffic was getting really close.

Flashback

TOWER CONTROL.

ROB

*BJet002 hasn't called ..
... he's calling now, ok disregard.*

Flash-forward.

CAR (Casual setting)

ROB

Unfortunately the call that I received was from the number 2 aircraft around 7 miles out.

Flashback

TOWER CONTROL.

ROB

CJ74 continue approach runway 23, number 2 to land.

APPROACH CONTROLLER

BJet002 is back on my frequency - is he cleared to land?

ROB

Negative, traffic is rolling for departure.

(Aircraft seen rotating at take-off)

APPROACH CONTROL.

APPROACH CONTROLLER

BJet002 Go around, I say again go around.

CAPTAIN (BJet002)

Going around BJet002

TOWER CONTROL

ROB

BJet002 is cleared to land.

APPROACH CONTROL

APPROACH CONTROLLER

It's too late, I've sent him around.