

ALL CLEAR?



VIDEO SCENARIOS COMMENTARY

Scenario 3 – BLOCKED TRANSMISSION

These notes accompany scenario 3 of the ALL CLEAR? video clips.

The notes start with a **short summary** of the key events. You may also wish to download the full transcripts.

The Q&A examples are included to use as an optional discussion guide: the answers given are not necessarily the only ones.

TIPS and **learning points** are also included. We hope you find these resources useful and welcome your comments. Please send any feedback to: allclear@eurocontrol.int



SCENARIO 3 – BLOCKED TRANSMISSION

- § Two aircraft in the same en-route sector and both near to expected Top of Descent.
- § **A Jet024** was cleared to descend to F260 by ATC
- § **B Jet189** thought the clearance was for them and descended as well
- § Both aircraft read back the clearance simultaneously and ATC only heard that from **A Jet024**, as expected
- § The error is spotted by the controller when both aircraft are noticed descending.

Q: Why are incidents of simultaneous transmissions more common nowadays?

A: Traffic density/frequency congestion

A: Use by ATC of multiple cross-coupled frequencies on the same sector

Q: How can you sometimes tell if a transmission has been blocked by another?

A: Loud squeal heard on frequency

Q: Like in this example; why is it possible for ATC not hearing such a noise when two transmissions occurred at the same time?

A: Probably because the ATC Unit was using Best Signal Selection which is used to suppress weaker signals in order to hear the stronger.

Q: Why did co-pilot of B Jet189 read-back the clearance for A Jet024?

A: Expecting a descent from ATC any moment.

Q: What would have improved B Jet189's chances of noticing that it was someone else's clearance?

A: If both pilots had been on headset monitoring the frequency.

- Perhaps the passenger briefing could have been conducted 10 minutes earlier?
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Q: What did the Captain ask the co-pilot when he had finished his passenger briefing?

A: Was that the usual clearance?

Q: It didn't make any difference in this case, but how should that question have been phrased?

A: I missed that call – what was it (or, what was the clearance)?

Q: The controller did not hear B Jet189's read-back, how would the pilots have known that?

A: There was no hear-back acknowledgement.

Emphasise the need to always listen for a hear-back acknowledgement and complete the Communication Loop.

Q: How can we reduce the likelihood of transmitting at the same time as someone else, or of allowing others to transmit whilst we are still talking?

A: Discuss.

- § Aim for a sterile flight deck from 10 minutes before Top of Drop.
- § Both pilots on headsets for descent clearance onwards.
- § Beware expectations you have for clearances.
- § If there is no hear-back acknowledgement – check again.
- § Listen before transmitting.
- § Try not to pause too long whilst transmitting.
- § Release press-to-transmit when you have finished speaking.
- § If you hear (or suspect) a Blocked Transmission tell someone: some people transmit the word “BLOCKED”.