

Level Bust – Business Jet Film Script



FOR TRAINERS & SELF STUDY

This script is for use by Trainers and students to accompany the business jet level bust video clip. The aim is to provide a detailed transcript to refer to after watching the films.

You may also wish to download the video commentaries which include Q&A, tips and learning points. We hope you find these resources useful and welcome your comments. Please send any feedback to: levelbust@eurocontrol.int



MEETING ROOM

Business Jet Captain enters room with two chairs. Both are in casual dress.

INVESTIGATOR (HONEST BROKER)

Hello, you must be, Chris. Please, take a seat. Can I get you a tea or coffee?

BUSINESS JET CAPTAIN

Just a glass of water would be great thanks.

They shake hands and the Captain sits down. The investigator hands the Captain his glass of water.

INVESTIGATOR

Well, thanks for coming along, we're here to go over the level bust incident that you were involved in.

And, as you know, these incidents are very valuable learning opportunities for us all. Now, from my point of view I just want to understand what caused it. So please tell me your version of what happened

BUSINESS JET CAPTAIN

You have seen my report haven't you?

INVESTIGATOR

Yes I've read the report and the ATC transcript but your recollection of the incident is a very important part of the process

BUSINESS JET CAPTAIN

OK, well we were running late so I asked the first officer to run through the pre-start checklist whilst I requested start-up clearance.

FLASHBACK BUSINESS JET

First Officer is performing pre-start checks

BUSINESS JET CAPTAIN

Tower, BISJET BRAVO CHARLIE request start up

TOWER CONTROLLER

(through headset)

BISJET BRAVO CHARLIE startup approved, information delta, QNH NINER NINER TWO.

Ready to copy ATC clearance.

Captain receives and acknowledges the departure clearance - but interrupts himself to get the First Officer to start the engines and coordinate with the ground crew

BUSINESS JET CAPTAIN

Startup approved, information delta, QNH NINER NINER TWO....

BUSINESS JET CAPTAIN

I'll get the ATC clearance, you start the engines.

FIRST OFFICER

OK Captain

BUSINESS JET CAPTAIN

Tower, BISJET BRAVO CHARLIE ready to copy

BUSINESS JET ENGINES START UP

FIRST OFFICER starts engines and is signalling out the window to ground crew

MEETING ROOM

BUSINESS JET CAPTAIN

We were under pressure to leave as quickly as possible.

BUSINESS JET

TOWER CONTROLLER

BISJET BRAVO CHARLIE changed to runway TWO SEVEN for departure, destination LOPPY ONE BRAVO departure, SQAWK THREE FIVE TWO ZERO

BUSINESS JET CAPTAIN

TWO SEVEN for departure, destination LOPPY ONE BRAVO departure, SQAWK THREE FIVE TWO ZERO, BISJET BRAVO CHARLIE.

BUSINESS JET CAPTAIN

I have the ATC clearance, are the after start checks complete?

FIRST OFFICER

Yes, checklist complete, ready for taxi

BUSINESS JET CAPTAIN

Tower, BISJET BRAVO CHARLIE request taxi.

TOWER CONTROLLER

BISJET BRAVO CHARLIE taxi to holding point runway TWO SEVEN.

BUSINESS JET CAPTAIN

Taxi to holding point runway TWO SEVEN, BISJET BRAVO CHARLIE

TAXIING

FIRST OFFICER

We need to review the take-off briefing - they've changed the runway.

BUSINESS JET CAPTAIN

Let's do it at the holding point.

HOLDING POINT

The First Officer starts to review the take-off briefing and selects Flight level 70 in the altitude selector.

First Officer

Right hand seat take-off, runway TWO SEVEN, LOPPY ONE BRAVO departure, and the first stop altitude is flight level SEVEN ZERO

MEETING ROOM

INVESTIGATOR

Did you complete the review of the take-off briefing?

BUSINESS JET CAPTAIN

Yes, but in an abbreviated form

INVESTIGATOR

Why was that?

BUSINESS JET CAPTAIN

Well we were interrupted by the controller who asked if we were ready for an immediate departure, there was landing traffic at 4 miles. We accepted rather than delay.

HOLDING POINT

BUSINESS JET CAPTAIN

Ready for immediate departure, BISJET BRAVO CHARLIE

TOWER CONTROLLER

BISJET BRAVO CHARLIE runway TWO SEVEN, cleared for take-off.

BUSINESS JET CAPTAIN

Ok, runway TWO SEVEN, flight level SEVEN ZERO, LOPPY departure, let's go.

MEETING ROOM

BUSINESS JET CAPTAIN

I remember that during line up I noticed the wrong runway had been entered into the FMS.

LINE-UP

The captain notices the wrong runway in the FMS and looks at the chart.

BUSINESS JET CAPTAIN

The SID in the FMS is wrong, after take-off fly manually, turn left at 5 DME onto heading TWO TWO ZERO and intercept radial ONE SEVEN TWO to LOPPY. I'll update the FMS when we get airborne

TAKE-OFF

Business jet takes-off.

MEETING ROOM

BUSINESS JET CAPTAIN

After take off we switched frequency as instructed but the departure frequency was very busy so it was a while before we could transmit.

BUSINESS JET (DEPARTED)

The Captain waits to make the RT call whilst the First Officer manually flies the aircraft.

BUSINESS JET CAPTAIN

These guys are busy today!

BUSINESS JET CAPTAIN

BISJET BRAVO CHARLIE, LOPPY ONE BRAVO departure
altitude FIVE THOUSAND FIVE HUNDRED feet climbing
flight level SEVEN ZERO

First Officer

Was that turn at 5 DME?

AREA CONTROLLER

BISJET BRAVO CHARLIE radar contact, report maintaining
FLIGHT LEVEL SEVEN ZERO

BUSINESS JET CAPTAIN

Report maintaining FLIGHT LEVEL SEVEN ZERO BISJET
BRAVO CHARLIE

BUSINESS JET CAPTAIN

Sorry, it's 5 DME, turn left onto heading TWO TWO ZERO

First Officer

OK so that's 5 DME, turning left heading TWO TWO ZERO.

MEETING ROOM

BUSINESS JET CAPTAIN

The first officer then engaged the auto pilot and selected
LNAV. We were late completing the after take-off checks
because this aeroplane climbs really quickly and before we
could report maintaining Flight level SEVEN ZERO we got a
call from the controller.

BUSINESS JET

AREA CONTROLLER

BISJET BRAVO CHARLIE descend immediately to FLIGHT
LEVEL SEVEN ZERO.

BUSINESS JET CAPTAIN

But we *are* at SEVEN ZERO...

TCAS Alert "TRAFFIC. TRAFFIC"

MEETING ROOM

BUSINESS JET CAPTAIN

I think we must have been at something like Flight Level
SEVEN SIX when the controller told us to descend.