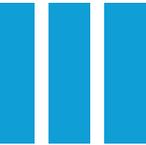




ATC AND PILOT MESSAGES



Specific use of words

The word « CLEARED will only be used for the following:

Cleared to take off

Cleared to land

The word « TAXI » is used for instructions when the plane is on the taxiway

In all other circumstances the word « APPROVED » is used

Start push and taxi

Speedbird 373 on U30 with information A for push and start

ATC: Speedbird 373 start approved facing north report ready to taxi

Report ready to taxi speedbird 373

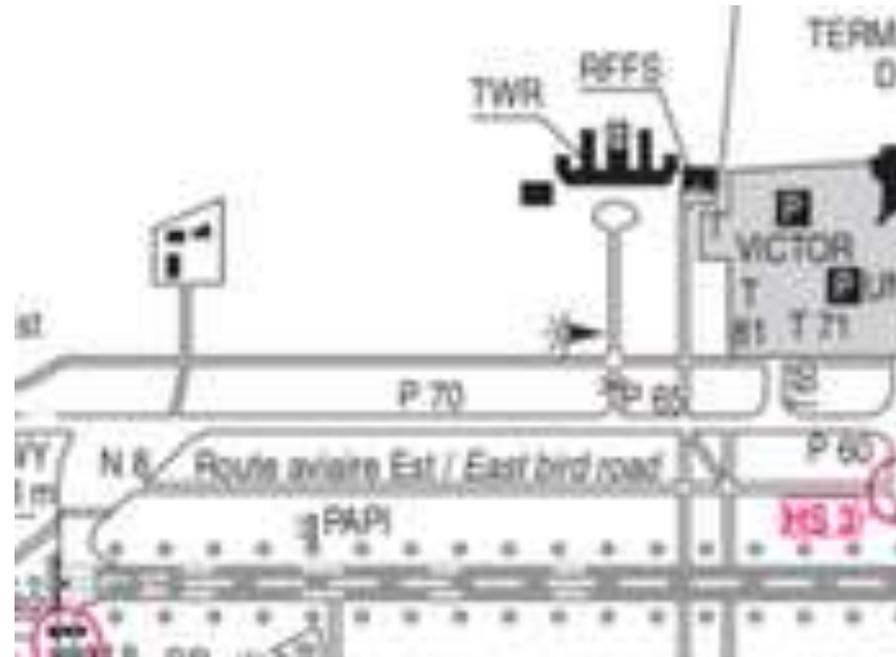
Speedbird 373 ready for taxi

ATC: Speedbird 373 taxi holding point N8 runway 14L via T60

Taxi holding point N8 runway 14L via T60 Speedbird 373

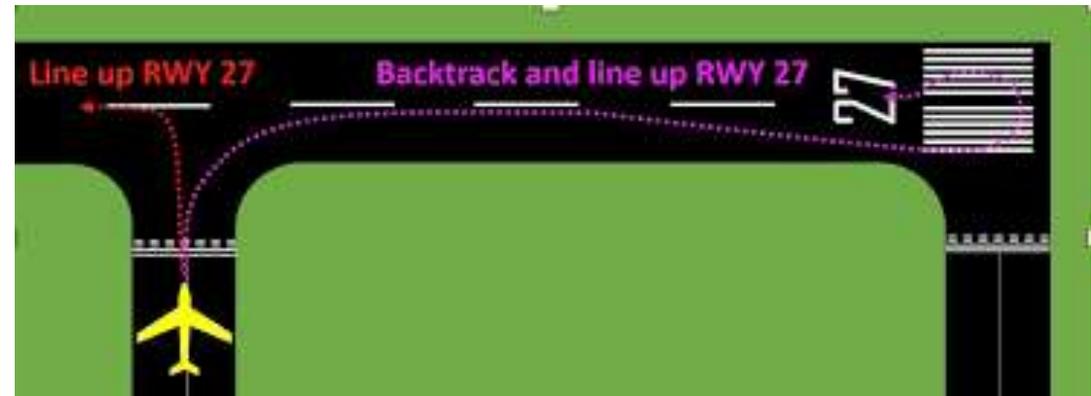
ATC: Speedbird 373 contact the tower 118.10

Tower 118.10 Speedbird 373



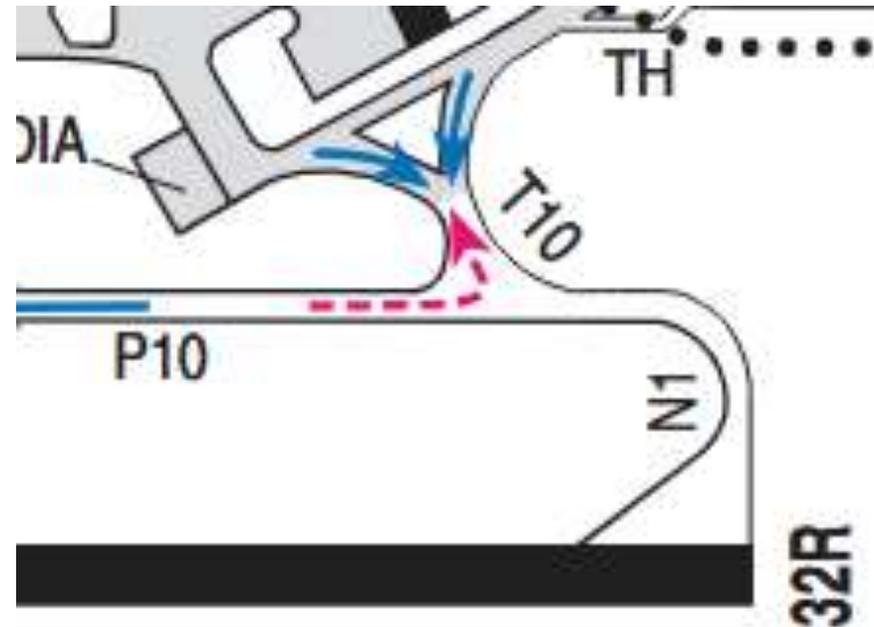
Aircraft backtracking

- The taxiways in this scenario are closed for works. The aircraft has to backtrack to be able to take off.
- ATC: Postman 55R from Intersection "x" backtrack line up and wait runway 27



Take off from runway 32R LFBO AT N1

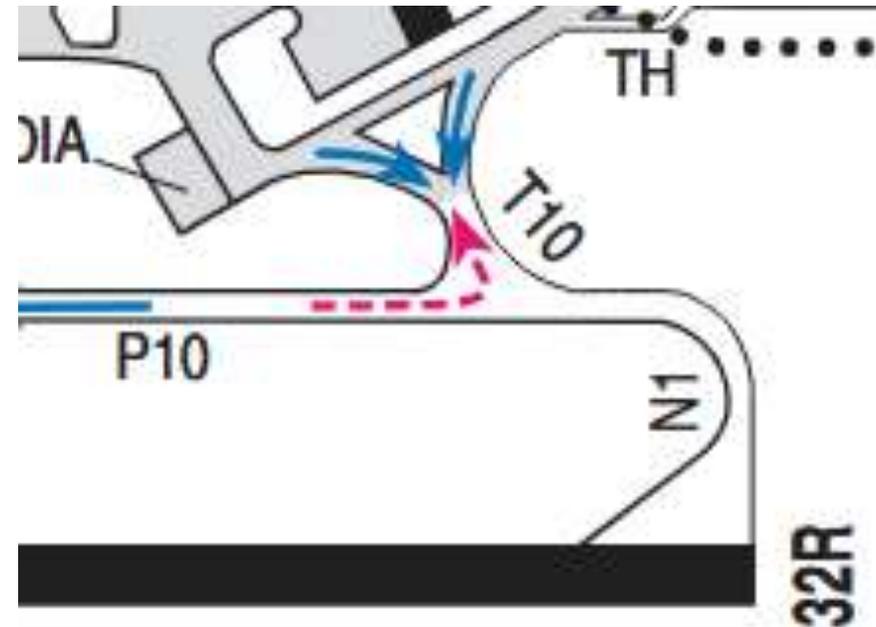
- ATC: Atlantic 6B from N1 line up and cleared for take off runway 32R wind calm
- Line up and cleared take off runway 32R Atlantic 6B
- ATC: Atlantic 6B behind the landing traffic from N1 line up and wait behind runway 32R
- Behind the landing traffic from N1 line up and wait behind runway 32R Atlantic 6B
- (Once runway is free) ATC: Atlantic 6B cleared for take off runway 32R wind calm
- Cleared take off Atlantic 6B



Immediate take off runway 32R LFBO AT N1

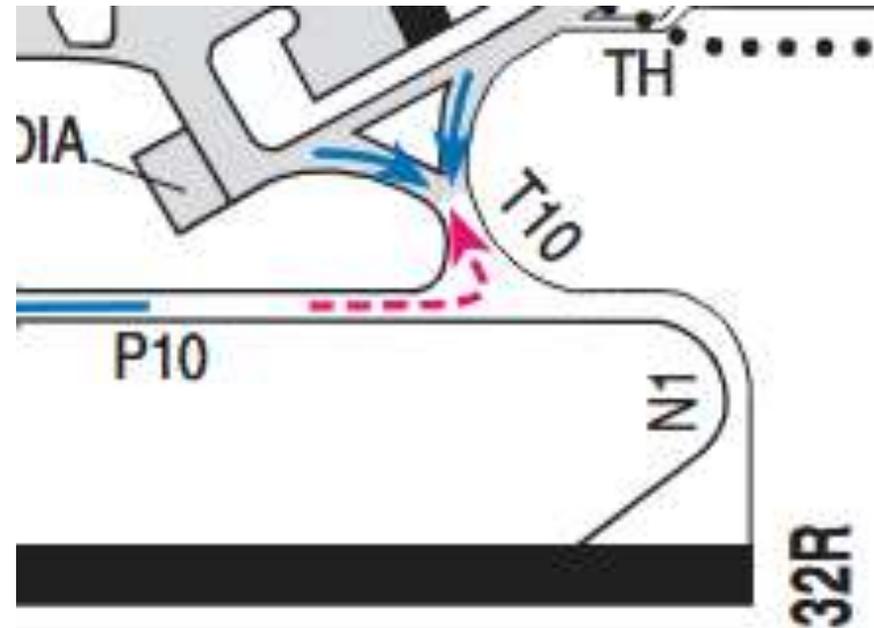
If another aircraft on final with enough distance, the air traffic controller will ask the pilot if he is ready for an immediate departure. In the affirmative:

- Atlantic 6B cleared for immediate takeoff runway 32R wind calm
- Cleared take off runway 32R Atlantic 6B



Canceling take off instruction

- ATC Instructs aircraft to cancel take off
- Iberia 445G hold position, cancel take off, I say again, hold position
- Holding position Iberia 445G
- Pilot cancels take off
- Iberia 445G is maintaining position



Two aircraft departing at same time

Speedbird 373 is taxiing to N1 with Ryanair 243F following. Ryanair 243F wants to take off from Intersection N2

ATC: Ryanair 243F take off from N2 approved
2300 metres available

ATC: From N2 line up cleared for take off
runway 32R wind 280/12 kts

Line up from N2 and cleared take off runway 32R
Ryanair 243F

ATC: Speedbird 373 from N1 line up and wait
runway 32R number 2 for departure Ryanair B737
lining up intersection N2

From N1 line up and wait runway 32R Speedbird
373

ATC: Speedbird 373 cleared for take off runway
32R wind 280/12kts

Cleared for take off runway 32R Speedbird 373



IDENTIFICATION OF AIRCRAFT ON RADAR BY APPROACH CONTROL LFBO

Atlantic 6B radar identified contact
 approach 129.30
 Approach on 129.30 Atlantic 6B

APPROCHE A VUE
Visual approach

Ouvert à la CAP
 Public air traffic
 06 MAR 14

TOULOUSE BLAGNAC
 AD2 LFBO APP 01

		ALT AD : 499 (18 hPa)	LFBO
		LAT : 43 38 06 N	VAR : 0° (10)
		LONG : 001 22 04 E	

FIS : TOULOUSE Information 121.250
 ATIS : 123.125 ☎ 05 67 22 94 34
 APP : TOULOUSE Approche/ Approach 123.925 (1) 129.3 125.175 120.350 124.975 (s)
 BLAGNAC Approche/ Approach 121.1
 TW R : 118.1
 GND (Sol) : 121.9 DELIVERY (Prévol) : 121.7

(1) Réservé aux VFR en espace D sur instruction CTL
 Reserved to VFR in airspace D with ATC clearance

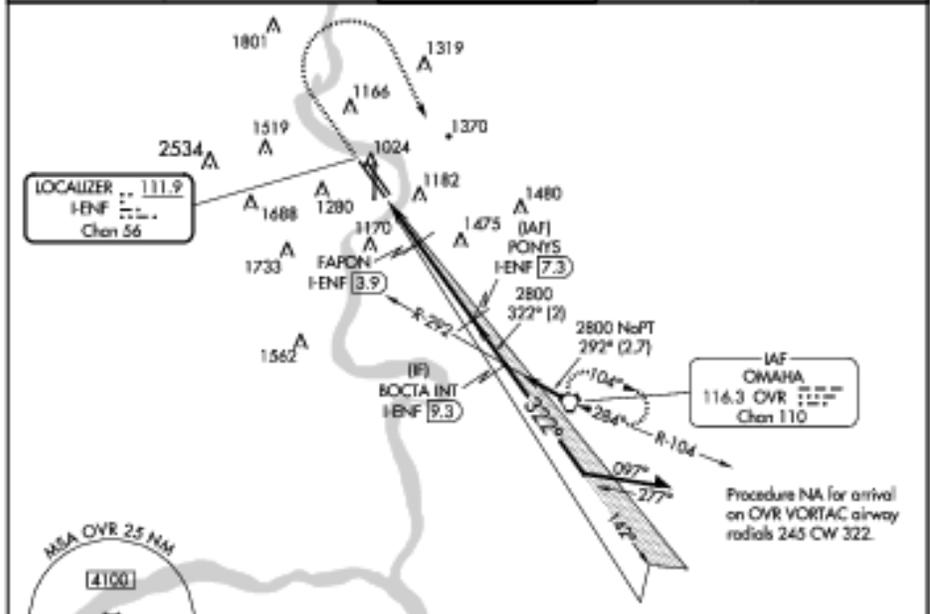
VDF : 121.25 125.175 (s) 118.1 (s)
 ILS : RWY 14 R TBS 110.7 RWY 14 LTG 108.9
 RWY 32 L TBN 109.3 RWY 32 R TD 108.35

FINAL Approach radar image



111.9 Chan 56 TDZE 322° Apt Elev 981 985
 ILS of LOC RWY 32L EPPLEY AIRFIELD (OMA)

DME required for LOC only.		MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.	
# RVR 1800 authorized with the use of FD or AP or HUD to DA.				
D-AIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	120.1 354.05	132.1 256.9	121.9	119.9



1800	3000	OVR	ELEV 985 TDZE 981	
* LOC only.		FAPON HENF (3.9)	Remain within 10 NM	
HENF (1.8)		2800		GS 3.00° TCH 52
1.3 NM 0.8 NM 3.5 NM		1700°		322°
CATEGORY	A	B	C	D
S-ILS 32L*	1181/24 200 (200-½)			
S-LOC 32L	1440/24	459 (500-½)	1440/45	459 (500-¾)
CIRCLING	1660-1 675 (700-1)	1680-1 695 (700-1)	2000-3 1015 (1100-3)	2040-3 1055 (1100-3)

OMAHA, NEBRASKA
 Amdt 3 24MAY18
 41°18'N-95°54'W
 EPPLEY AIRFIELD (OMA)
 ILS or LOC RWY 32L

FINAL APPROACH ILS 32L AND LANDING LFBO

ATC: Speedbird 373 turn right heading 280° cleared ILS approach runway 32L , report established

Right heading 280° cleared ILS approach runway 32L , report established Speedbird 373

Speedbird 373 Established ILS runway 32L

ATC: Speedbird 373 reduce 180 kts and contact tower 118,1

180 kts and contact tower 118,1 Speedbird 373

Tower, good afternoon, Speedbird 373 final runway 32L

ATC: Speedbird 373 report 4-miles final runway 32L

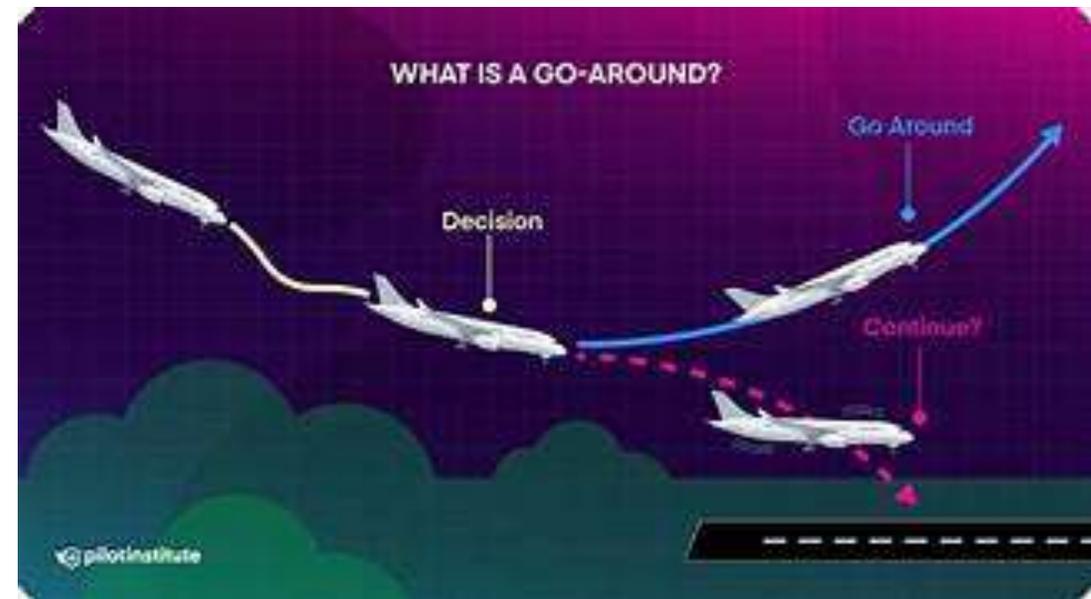
373 report 4-miles final runway 32L Speedbird 373

ATC: Speedbird 373 cleared to land runway 32L wind calm

Cleared to land runway 32L Speedbird 373

Go around

- **ATC instructs the aircraft**
- Speedbird 373 go around
wind 280/11kts (often due
to runway being occupied)
- Going around Speedbird 373
- **Pilot aborts the landing**
- Speedbird 373 going around,
I say again going around



After landing

ATC: Speedbird 373 vacate M4 1st left
cross runway 14L on the other side
contact ground 121.900

Vacate M4 1st left cross runway 14L
on the other side contact ground
121.900 Speedbird 373

OR

ATC: Speedbird 373 vacate 1st left
M4 expedite vacating traffic 4 miles
final report on M4

Vacate 1st left M4 and report on M4,
Speedbird 373

