



From easy to more difficult

Easy

- CTL **Reply not received, if you read** squawk 6-7-0-7, **I say again** squawk 6-7-0-7.
- CTL Sounds **far away** from the microphone, who was that?
- CTL F-SF **approved to leave frequency**, for **flight following** contact FIS radar, au revoir.
- PIL And Miami, Delta 1-0-4 **how do you read?**
- CTL Delta 1-0-4 **loud and clear**, and you can **change to** 1-34 and just **monitor** that frequency, you'll have **better communication** in a couple of minutes.
- CTL ABI, tower, 've had an **open mike** since you called inbound for last 3 miles, you need to watch that.
- PIL Tower, Envoy 31-43 **do you copy?**
- CTL Who?
- PIL Southwest 49-0-5, **in the blind**, we are going to taxi via runway 4 ... to runway 10/2-8.
- PIL I tried 1-2-0-1-2-5, **no one came back to me**, I'll try again.
- CTL Station calling, **I was on the phone** then, would you **try again the callsign**, please.
- CTL OK, Continental 1-28, just want to verify, **you were stepped on**, that you said numerous passengers injured?
- CTL Cleared to visual approach and joined downwind runway 3-5, follow a Cessna on final, **they are not talking to me**.

More difficult

- CTL I need you to **relay a message** for a N4-3-0-5N, that's 4-3-0-5N, **let him know** to descend and maintain 4300, that's the MDA in the area, I don't want him going any lower than that, he is having some **radio issues**.
- CTL **Station calling** Maastricht, **say again?**
- CTL American 1-52, I see you go around, **how do you hear me?**
- CTL Get that radio **checked out**, please, after we talked last you had **a stuck mike** again all the way down to the final
- CTL United 2-13, **use caution**, you had **a stuck mike** for the last 30 seconds
- CTL Sorry, **who is that calling?**

