



From easy to more difficult

Easy

CTL (_____), (_____) squawk 6-7-0-7, (_____) squawk 6-7-0-7.

CTL Sounds (_____) from the microphone, who was that?

CTL F-SF (_____), for (_____) contact FIS radar, au revoir.

PIL And Miami, Delta 1-O-4 (_____)?

CTL Delta 1-0-4 (_____), and you can (_____) 1-34 and just (_____) that frequency, you'll have (_____) in a couple of minutes.

CTL ABI, tower, 've had an (_____) since you called inbound for last 3 miles, you need to watch that.

PIL Tower, Envoy 31-43 (_____)?

CTL Who?

PIL Southwest 49-O-5, (_____), we are going to taxi via runway 4 to runway 10/2-8.

PIL I tried 1-2-0-1-2-5, (_____), I'll try again.

CTL Station calling, (_____) then, would you (_____), please.

CTL OK, Continental 1-28, just want to verify, (_____), that you said numerous passengers injured?

CTL Cleared visual approach and joined downwind runway 3-5, follow a Cessna on final, (_____).

More difficult

CTL I need you to (_____) for a N4-3-0-5N, that's 4-3-0-5N, (_____) 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 (_____).

CTL (_____) Maastricht, (_____)?

CTL American 1-52, I see you go around, (_____)?

CTL Get that radio (_____), please, after we talked last you had (_____) again all the way down to the final.

CTL United 2-13, (_____), you had (_____) for the last 30 seconds.

CTL Sorry, (_____)?

