



Practice for the FCL.055 - n°8

Emergencies

In the news in February

PIL Denver Departure, United 3-28 heavy, is with you out of **6** for FL **2-3-0**.

CTL United 3-28 heavy, Denver Departure, radar contact, climb and maintain FL **2-3-0**, **moderate turbulence** from **14** to FL **2-2-0**.

PIL OK, understand, thanks for the **PIREP**, cleared to climb to FL **2-3-0**, United 3-28 heavy.
... *alarm bell*

PIL Denver Departure, United ... 3-28 heavy, we're **experiencing** an **engine failure**, we **need to turn** ... mayday, mayday, United 28 ... United 3-28 heavy, mayday, mayday aircraft ... Denver Departure, United 3-28 heavy, mayday aircraft, just **experienced engine failure**, **need to turn** immediately.

CTL United 3-28 heavy, left or right turn?

PIL Left turn.

CTL United 3-28 heavy, turn left heading **0-8-0**.

PIL Left heading **0-8-0**, United 3-28 heavy.

CTL **Pilot's discretion** maintain **9000**.

PIL OK descend and maintain **9000**, United 3-28 heavy.

CTL United 3-28 heavy, do you want a **straight-in** to runway **7**?

PIL ... not immediately, we need to ... we need to **run some checklists**.

CTL United 3-28, **when able**, fuel and **souls on board** and intentions.

Aircraft structure

PIL Tower are you talking to the **flight crew** of the MD 80?

CTL I am **calling up** for a Delta 10-86, **no response**.

PIL OK, Sir, he is ..., if he **comes up**, he is **leaking fuel** on the left side of his aircraft, **heavily**.

CTL He is l... , you said **leaking fuel**?

CTL Affirm, his wing is **ruptured**.

Medical emergency

CTL And ... any **details** on the emergency?

PIL **Diabetic** with **critical load** of **blood sugar**.

CTL Ok male, female, and age?

PIL Male, **twenty-ish**.

CTL Ok, thank you.





Wildlife

- PIL** Pan pan, pan pan, pan pan, Shamrock 9-0-1-8, **bird strike** on **rotation**, we'd like to climb **straight ahead** on **runway heading**.
- CTL** Shamrock 9-0-1-8, roger, **track extended centreline** and climb to FL **9-0**.
- PIL** Roger, **track runway extended centreline** and stop climb FL **9-0**, Shamrock 9-0-1-8.
- CTL** Shamrock 9-0-1-8, **advise of your intentions**.
- PIL** Stand by.
- PIL** And Shamrock 9-0-1-8, we'd like to **level** at **3000** feet, please.
- CTL** **3000** feet **approved**, Shamrock 9-0-1-8, QNH **1-0-4-0**.
- PIL** Stop climb **3000** feet **1-0-4-0**, Shamrock 9-0-1-8.
- PIL** And Shamrock 9-0-1-8, **level 3000** feet, we'd like to **proceed downwind** and **enter a hold** for ... **completion** of some **checklists** before starting the approach.
- CTL** OK, Shamrock 9-0-1-8, you can call Area now on **1-3-2 decimal 5-8-0**.
- PIL** **1-3-2-5-8-0**, Shamrock 9-0-1-8.

Emergency landing

- CTL** American 4-66, Tower has had 3-4 Left **closed** all night, but they say they can get whatever **equipment** off of there if you want to land on **the longer runway** tonight. That runway is **11 000** feet **versus** 3-4 Right **9000** ft, so if you need **the longer runway** tonight, just let me know, and I can tell that to Tower, so they can **start moving** whatever is on there **out of the way**.
- PIL** ... **overweight** now, we are going to need to **burn some gas**, and so, yeah, we are going to probably choose 3-4 Left, I think that's a **wiser choice**.
- CTL** American 4-66, you can plan on that. Any idea **how long** you think you'll need to **burn fuel** up there?
- PIL** Yeah, we are **doing the math**, here, it's going to be **a little while**.

ATC have them too

- CTL** Runways are **open**, I have not **closed** the airport, because we have frequencies, we are on **ATC alert** ... and ... Engine 4, if you can **pass along** I am going to be **downstairs** for a few minutes trying to **reset** some **stuff**, if anybody tries to call you can just tell them that, since you'll be **monitoring** the tower frequency ... a lot of my **equipment** is **down** and I have ...no ... **weather system** that I think is **reliable**.

