Video transcript
"The Late Change"

FOR TRAINERS AND SELF-STUDY

This transcript is for use by trainers and students to accompany the Stabilised Approach film clip. The aim is to provide a detailed transcript to refer to after watching the film.

You may also wish to download the video self-study notes which include Q&A and learning points.

EUROCONTROL

INT. FLIGHT DECK

CAPTAIN *(speaking to first officer)*

"OK, runway 01L for landing, wind two six zero degrees, one seven knots,
good visibility, overcast at five hundred feet,
In case of go- around, turn left heading three hundred degrees, climb to 2000 feet."

FIRST OFFICER

"Checked"

CAPTAIN

"We'd better ask for descent"
(shot of instrument showing flight level 250)
"I'll switch on the signs" *(switches on signs)*
"Can you tell the passengers please."

FIRST OFFICER *(Takes the microphone)*

"Ladies and gentlemen we're about to start our descent.
We expect to be on the ground in twenty minutes if traffic permits,
five minutes ahead of schedule"

INT. CONTROL CENTRE (upper air space)

CONTROLLER C

(coordinating with the approach sector)
"OK confirm Bizzjet is climbing to flight level two four zero?"

"OK, I'll maintain E-line on flight level two five zero."

INT. INTERVIEW ROOM

CAPTAIN

"We started our descent as normal, perhaps a little bit late but not by much,
we had to maintain level two five zero for three minutes or so,
I don't know why, it's never happened to me before in that area,
couldn't hear any other traffic either."

INT. CONTROL CENTRE (upper air space)

CONTROLLER C

"Bizzjet Bravo Charlie climb to flight level three five zero"

"E-line 123 descend flight level seven zero
contact approach one two six decimal six fife".

INT. INTERVIEW ROOM

CAPTAIN
"Finally we got our descent; I didn't think much about it,
just that we needed to increase the rate of our descent a little;
pretty normal really"

INT. CONTROL CENTRE (approach)

CONTROLLER A *(for runway 01L)*
"Delta three two bravo turn left heading zero six zero,
descend to three thousand feet"

(waits for the read back)
"Austrian 265 descend three thousand feet"

(waits for the read back)
"Cimber 486 stop left turn heading one two zero"

(Directly, urgently without waiting for a read back)
"E-line 123 turn left heading one four zero
descend four thousand feet, QNH niner niner fife".

CONTROLLER B *(for runway 01R)*
"Looks like you're having all the traffic …"

CONTROLLER A *(Looking straight ahead)*
"Sorry, they keep calling, what did you say?"

CONTROLLER B
"I said that …"

CONTROLLER A
"E-line 123 descend to three thousand feet"

(Points to the screen and talk to controller B)
"I'll take E-line ahead of Austrian."

(Does not wait for controller B's reply)
"Austrian 188 reduce speed to one eight zero knots".

CONTROLLER B *(At the same time, looking doubtful)*
"Good luck"

INT. INTERVIEW ROOM

CAPTAIN
"We were a bit high but everything got more complicated
when the controller gave us the short cut.
The frequency being busy, well…
we always try to help the controller, we always do."

INT. CONTROL CENTRE (approach)

CONTROLLER B
"Air France 52D, radar contact,
descend four thousand feet, QNH niner, niner five".

CONTROLLER A
"Cimber 486 reduce speed to one six zero knots"
(read back)
"E-line 123, left heading zero four zero degrees,
descend to two thousand five hundred feet,
report established runway 01L"

INT. FLIGHT DECK

FIRST OFFICER
"Left heading zero four zero,
down to two thousand five hundred feet.
Wilco - E-line 123"

CAPTAIN
(to the first officer, while turning the heading button to the left)
"We are well above the glide"
(Waits while the aircraft is turning)
"Established localizer"

FIRST OFFICER
"Control, E-line 123,
localizer established runway 01L"

INT. CONTROL CENTRE (approach)

CONTROLLER A
"E-line 123, reduce to one six zero knots,
traffic, three miles ahead".

INT. FLIGHT DECK

FIRST OFFICER

"Reducing to one six zero, E-line 123"

CAPTAIN

"We need to descend, we can't reduce that much."

FIRST OFFICER

"Shall I ask control?"

CAPTAIN

"Wait a minute, let's see…"

FIRST OFFICER

"Speed one nine zero."

CAPTAIN

"Just wait…"

INT. CONTROL CENTRE (approach)

Close up of radar screen

CONTROLLER A
(Looking straight ahead, talking to himself)
"He's not reducing."
(Turning to controller B and points on his screen)
"Can I swap E-line to your runway ahead of Air France?
He's too close to Cimber."

CONTROLLER B

"Sure, no problem, I'll coordinate with tower."

CONTROLLER A

"E-line 123, too close to preceding, turn right heading zero three zero degrees,
cleared approach runway 01R."

CONTROLLER B *(At the same time)*

"Tower, E-line is coming to runway zero one right instead."

(shows thumbs up to controller A)

INT. FLIGHT DECK

FIRST OFFICER

"Right heading zero three zero, E-line 123, runway 01R confirm"

CONTROLLER A

"Confirming, cleared approach runway 01R"

CAPTAIN

"That was late,
change the approach to ILS 01R in the MCDU."

FIRST OFFICER

(talks to himself while he makes changes in the MCDU)
"Flight plan…"
(Presses button to the bottom left of the MCDU screen)

FIRST OFFICER

(still to himself while he makes changes in the MCDU)
"ILS runway zero one right…"
(Presses another button to the left of the screen)
"Performance page…"
(Presses button below the screen)
"Change decision height..."
(Presses button to the right of the screen and turns to the Captain)
"Shall we brief the go around procedure"?
(Whilst changing his approach chart)

CAPTAIN

"We'd better focus on landing instead."

INT. INTERVIEW ROOM

CAPTAIN

"We were approaching one thousand feet at two miles from touchdown,
still above the glide slope and too fast. So I decided to go around."

INT. FLIGHT DECK

CAPTAIN

"Go around, flaps"
(increases the engine power)

FIRST OFFICER
(takes flaps back one step)
"Flaps three"

CAPTAIN
(Checking indication on top of his pilot flight display)
"Man- TO/GA, SRS, Go around track."

FIRST OFFICER
"Positive climb"

CAPTAIN
"Gear up"
(Waits while first officer selects gear up)

FIRST OFFICER
"Gear up"

"Push for nav"
(presses heading button)