

TASK. Work in pairs. Put the following lines in correct sequence to make a logically sounding dialogue. The scenario presents a non-routine situation – a belly landing. The first line is given to help you.

PLT: Perth Approach, good afternoon G-DNVT is with you on frequency for approach.

PLT: We'd like to hold at CLACKLINE to see if we can find a solution to the problem, G-VT.

PLT: Roger, that concurs with what we can see in the here in the cockpit, we have a green on the nose gear but two reds for the main gear. We'd like to remain in the circuit and perform a belly landing on runway 21, G-VT

PLT: Perth Approach, G-VT.

CTRL: G-VT, roger, I have informed the fire crew and they will be ready for your arrival.

PLT: G-VT is localizer established.

CTRL: G-VT, roger, climb to 2,000 feet, maintain runway heading, advise intentions.

CTRL: G-VT, Perth Approach, good afternoon, turn left heading 240, cleared ILS approach runway 21, report established on the localizer.

CTRL: G-VT, roger, low pass approved along runway 21 for a visual inspection.

PLT: Hold at CLACKLINE and we will keep you advised, G-VT.

PLT: Perth Approach, G-VT, going around, we've got problems with landing gear, it seems to be jammed on 3 reds.

PLT: Yeah, we've tried to recycle the landing gear and extend it manually but It isn't working, we'd like to perform a low pass by the tower for a visual inspection, G-VT

PLT: Turn left heading, 240, cleared ILS approach runway 21, we will report localizer established, G-VT.

CTRL: G-VT, it looks like your nose gear has extended but none of your main gear, Keep me advised of your intentions.

CTRL: G-VT, roger, surface wind 220 degrees, 10 knots, cleared to land runway 21.

CTRL: G-VT, Perth approach, go ahead.

CTRL: G-VT, roger, turn left and track to CLACKLINE, hold at CLACKLINE, keep me updated.

PLT: Cleared land runway 21, G-VT.