**Extract 7.9** Requesting diversion to an alternative airport due to lack of fuel (Kim & Elder, 2009, pp. 23.8–23.11)

<T=0.52>

(8) **c:** Cathay 883[[1]](#footnote-1), say again, request your transmitting

(9) **p:** Incheon Control, Cathay 883

(10) **c:** Yes, go ahead

(11) **p:** Roger sir, due to operational requirement we’re having to

divert and diversion port will be Shanghai. If you could

er… liaise with Shanghai ATC and request vector[[2]](#footnote-2) for

landing in Shanghai, please, Cathay 883

(12) **c:** Cathay 883, copy that

<T=1.28>

(13) **c:** Cathay 883, let me know why er… divert to Shanghai

airport?

(14) **p:** Cathay 883, due to strong head wind, we do not have enough

fuel to reach Hong Kong, weather in Taipei is not suitable

for landing. Our company would like us to go to Shanghai

to refuel, Cathay 883

(15) **c:** Roger, due to weather, destination yeah…, Hong Kong

airport?

(16) **p:** Negative, due to strong head wind and not enough fuel to

reach Hong Kong, Cathay 883

(17) **c:** Okay, copy that

<T=2.18>

(18) **c:** Cathay 883, confirm your destination, Pudong airport or

any other airport?

(19) **p:** Cathay 883, go ahead

(20) **c:** Cathay 883, confirm your destination, Pudong airport or

other airport?

(21) **p:** Cathay 883, er… from company we’d like to change plan, we

are… now require diversion to Kansai. ### you can now

organize that we’ll turn around and go to Kansai, Cathay

883

(22) **c:** Cathay 883, okay, confirm er… verify destination Hongqiao

or Pudong?

(23) **p:** Destination now Kansai in Japanese airspace, Kansai,

RJBB[[3]](#footnote-3), Cathay 883

(24) **c:** Confirm destination, Kansai?

(25) **p:**  Affirmative, sorry we’ve got to change. It is Kansai,

Cathay 883

(26) **c:** Roger, you change destination, Kansai, standby clearance

(27) **p:** Standby clearance Kansai, Cathay 883

<T=2.38>

(28) **c:** Cathay 883, cleared to Kansai airport, RJBB airport, and

present position direct RUGMA[[4]](#footnote-4), RUGMA, and then… er…

maintain flight level tree six ze-ro[[5]](#footnote-5)

(29) **p:** Cleared to Kansai, present position direct to RUGMA, We

need to spell er… the waypoint[[6]](#footnote-6) RUGMA, Cathay 883

(30) **c:** Cathay 883, turn left heading, turn left heading wun nin-

er ze-ro[[7]](#footnote-7)

(31) **p:** Left heading wun nin-er ze-ro and confirm the waypoint

RUGMA, how to spell, Cathay 883

(32) **c:** Affirmative, clear direct RUGMA

(33) **p:** Confirm the spelling for RUGMA, how to spell, Cathay 883

(34) **c:** Cathay 883, affirmative, cleared direct RUGMA er… Romeo

Uniform Mike, correction, Romeo Uniform Golf Mike Alfa

(35) **p:** Direct RUGMA, Cathay 883, proceeding direct to RUGMA,

maintaining level tree six ze-ro

(36) **c:** Asiana 734 Inchecon Control … confirm approaching (message

sent to another airplane)

<T=4.19>

(37) **p:** Cathay 883, request further clearance after RUGMA

(38) **c:** Cathay 883, after RUGMA and then …con…er request clearance

from Fukuoka control, er… cleared direct RUGMA

(39) **c:** Cathay 883, after RUGMA expect radar vector to Kansai

(40) **p:** Expect radar vector after RUGMA, Cathay 883

(41) **c:** Cathay 883, contact Fukuoka wun tree tree day-see-mal six[[8]](#footnote-8)

for your clearance. Have a nice flight

(42) **p:** wun tree tree day-see-mal six, Cathay 883. Thanks for your

help

1. Cathay 883 is a flight identification and read as “Cathay ait ait tree”. [↑](#footnote-ref-1)
2. (Radar) vectoring is provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar. [↑](#footnote-ref-2)
3. RJBB is a four-letter code of Kansai airport in Osaka. [↑](#footnote-ref-3)
4. *RUGMA* is the name of a waypoint, a fix. A fix is a navigational position. [↑](#footnote-ref-4)
5. 360 is read as “tree six ze-ro”. [↑](#footnote-ref-5)
6. *Waypoint* is another name for a fix. [↑](#footnote-ref-6)
7. 190 is read as “wun nin-er ze-ro”. [↑](#footnote-ref-7)
8. 133.6 is read as “wun tree tree day-see-mal six”. [↑](#footnote-ref-8)