

**RELEVANT CVR TRANSCRIPTS  
DESCENT AND FINAL APPROACH**

TIME UTC		RTF COMMUNICATION		ORIGIN	FLIGHT DECK COMMUNICATION	REMARKS
ATC	FDR	FROM	TO			
10:13:08	10:14:03	Radar	CI642			
10:13:13	10:14:08	CI642	Radar			
10:13:28	10:14:23	Radar	CI642			
10:13:32	10:14:27	CI642	Radar			
10:13:33	10:14:28	Radar	CI642			
10:13:38	10:14:33	CI642	Radar			
10:13:45	10:14:40	CI642	Radar			
10:13:50	10:14:45	Radar	CI642			
10:13:56	10:14:51	CI642	Radar			
10:14:06	10:15:01			P1	<i>We go to BAKER and hold, what is the last weather? Latest wind?</i>	
10:14:14	10:15:09			P2		
10:14:15	10:15:10	ATIS	-			Remainder of ATIS broadcast overlaid by other RTF broadcasts but still audible at times.

TIME UTC		RTF COMMUNICATION			FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN			
10:14:55	10:15:50			P2			
10:15:03	10:15:58	CI642	Radar				Are you avoiding weather? Shall we request?
10:15:08	10:16:03	Radar	CI642				
10:15:11	10:16:06	CI642	Radar				
10:15:29	10:16:24			P1			We can make it, wind 300, 35 at 255 is 45, 25 knots, 25 knots crosswind.
10:15:51	10:16:46			P2			Are we going down now?
10:15:52	10:16:47			P1			Yes, you told the heading?
10:15:55	10:16:50			P2			Yes
10:15:57	10:16:52			P1			Let's go down, X-ray, we are only clear .....
10:16:01	10:16:56	CI642	Radar				
10:16:06	10:17:01			P1			OK, we try it.
10:16:10	10:17:05	Radar	CI642				
10:16:14	10:17:09	CI642	Radar				
10:16:19	10:17:14			P2			When clear weather, direct to MANGO.
10:16:21	10:17:16			P1			Ah?
10:16:22	10:17:17			P2			When clear weather, direct to MANGO.
10:16:24	10:17:19			P1			We are leaving for 130.

TIME UTC		RTF COMMUNICATION		FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN		
10:17:08	10:18:03			P1		Non-pertinent cockpit conversation Approach briefing for RW25L.
10:18:16	10:19:11			P1	OK. Which runway 25? Left, ILS25L, 8000, TD, to 4500, minimum 227, 227, go-around down 2000, or up 2000 until 3 miles, then PRAWN, maintain 165 to 4500 TD.	
10:18:19	10:19:14			P2	If we are at 300, 35 that's OK. We are, we are using runway 25, 25 Right? Minima is 223, minima 223.	
10:18:30	10:19:25			P1	223, 25L.	
10:18:36	10:19:31			P2	25 Right.	
10:18:39	10:19:34			P1	Who said 25R, the control?	
10:18:42	10:19:37			P2	Yes.	
10:18:51	10:19:46			P1	223.	
10:19:00	10:19:55			P2	Are we clear of weather?	
10:19:02	10:19:57			P1	MANGO.	
10:19:04	10:19:59	CI642	Radar		DYNASTY 642 clear of weather, now direct to MANGO.	
10:19:09	10:20:04	Radar	CI642		DYNASTY 642, thank you.	

TIME UTC		RTF COMMUNICATION		FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN		
10:19:28	10:20:23			P1		Approach briefing for RW25R.
10:20:27	10:21:22			P1		
10:21:16	10:22:11			P1		
10:23:16	10:24:11			P2		
10:23:38	10:24:33			P1		
10:23:39	10:24:34			P2		
10:23:44	10:24:39			P1		
10:23:46	10:24:41			P2		
10:23:47	10:24:42			P1		
10:24:05	10:25:00			P2		
10:24:12	10:25:07	Radar	CI642			
10:24:17	10:25:12	CI642	Radar			
10:24:34	10:25:29	CI642	Appr			
10:24:43	10:25:38	Appr	CI642			

TIME UTC		RTF COMMUNICATION			FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN			
10:24:49	10:25:44	CI642	Appr	8000 feet and 896.	P1	986.	
10:24:52	10:25:47	CI642	Appr	986, DYNASTY 642.	P1		
10:24:54	10:25:49	CI642	Appr	That's correct, QNH 986 is current.	P1		
10:24:58	10:25:53	Appr	CI642	Roger.	P1		
10:25:01	10:25:56	CI642	Appr		P1		
10:25:20	10:26:15				P1		
10:25:46	10:26:41				P1		
10:26:14	10:27:09				P1		
10:26:21	10:27:16				P1		
10:26:35	10:27:30				P2		
10:26:38	10:27:33				P1		
10:26:41	10:27:36	Appr	-	This is Approach transmitting, just landed traffic reported the lightning strike at 400 feet approach height.	P1		
10:26:49	10:27:44				P1		
10:27:45	10:28:40				P1		
10:27:54	10:28:49				P2		
10:27:55	10:28:50				P1		
10:28:00	10:28:55				P2		
10:28:01	10:28:56				P1		
10:28:02	10:28:57	CI642	CI Ops	Operations, DYNASTY 642.			

TIME UTC		RTF COMMUNICATION			FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN			
10:28:06	10:29:01	CI 642	CI 642	642 go-ahead.	Area		
10:28:08	10:29:03	CI 642	CI Ops	Parking gate?	P1		
10:28:10	10:29:05	CI Ops	CI 642	Gate is S29.			
10:28:18	10:29:13	CI 642	CI Ops	Our parking gate is 29.		'Altitude':	1000 feet before assigned altitude.
10:29:01	10:29:56					Wind is pushing .....	
10:29:55	10:30:50						
10:30:15	10:31:10	Appr	CI 642	DYNASTY 642, turn right by the heading of 010, descend 6000 feet.			
10:30:21	10:31:16	CI 642	Appr	Heading 010, descend 6000 feet, DYNASTY 642.			
10:30:42	10:31:37	Appr	CI 642	DYNASTY 642, reduce speed 220 knots.			
10:30:47	10:31:42				P1	220 knots.	
10:30:48	10:31:43	CI 642	Appr	Speed 220 knots, DYNASTY 642.			
10:31:35	10:32:30				Area		
10:32:47	10:33:42	Appr	CI 642	DYNASTY 642, turn left heading 340, descend 4500 feet, DYNASTY 642.		'Altitude':	1000 feet before assigned altitude.
10:32:53	10:33:48	CI 642	Appr	Heading 340, descend 4500 feet, DYNASTY 642.			
10:34:20	10:35:15				P1	Slat extend.	Non-pertinent cockpit conversation
10:34:22	10:35:17				P2	Slat extend.	

TIME UTC		RTF COMMUNICATION		ORIGIN	FLIGHT DECK COMMUNICATION	REMARKS
ATC	FDR	FROM	TO			
10:34:31	10:35:26	Appr	CI642	P1	220 reducing.	
10:34:34	10:35:29	CI642	Appr			
10:34:34	10:35:29	CI642	Appr	P1	220 reducing.	
10:34:35	10:35:30	Appr	CI642			
10:34:41	10:35:36	CI642	Appr	P1	Flap 15. We are down to Foxtrot Romeo ILS.	
10:34:44	10:35:39	CI642	Appr			
10:34:55	10:35:50	CI642	Appr	P1	220 reducing.	
10:35:00	10:35:55	Appr	CI642			
10:35:09	10:36:04	CI642	Appr	P2	25L, yes.	
10:35:13	10:36:08	Appr	CI642			
10:35:21	10:36:16	CI642	Appr	P2	25L, yes.	
10:35:26	10:36:21	Appr	CI642			
10:35:42	10:36:37	CI642	Appr	P2	25L, yes.	
10:35:44	10:36:39	CI642	Appr			

TIME UTC		RTF COMMUNICATION		FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN		
10:35:55	10:36:50			P1	IFL, 25L, APPROACH/LAND so then go-around in sequence.	Push of 'Approach/Land' control button to intercept ILS.
10:36:01	10:36:56			P2	25L minimum is 22, 227 right? 25L minimum is 227.	
10:36:17	10:37:12			P1	2000, then go to PRAWN, climb 4500, turn left 165.	
10:36:26	10:37:21			P1	Speed is 185?	
10:36:29	10:37:24			P2	180.	
10:36:31	10:37:26			P1	180.	
10:36:35	10:37:30			P2	Sorry 180 ..... max 185 when establish on 165.	
10:36:46	10:37:41			P1	LOC is alive, do we have the new ..... yes 25R, we still have the 25R.....	Remainder blotted out by incoming transmission at 10:37:07.
10:37:07	10:38:02	Appr	CI642		DYNASTY 642, you coming up the localiser now, maintain your speed 180 knots until 7 DME.	
10:37:15	10:38:10	CI642	Appr		Speed 180 knots until 7 DME, DYNASTY 642.	
10:37:19	10:38:14			P1		For the go-around please ..... Yes, standby.
10:37:21	10:38:16			P2		
10:38:23	10:39:18			P1		14 miles leaving 4500, correct.
10:38:28	10:39:23	Appr	CI642		DYNASTY 642, reduce speed now to 160 knots, contact Hong Kong Tower 118.4.	
10:38:35	10:39:30	CI642	Appr		160 knots, 118.4, DYNASTY 642.	



TIME UTC		RTF COMMUNICATION		ORIGIN	FLIGHT DECK COMMUNICATION	REMARKS
ATC	FDR	FROM	TO			
10:38:48	10:39:43	CI642	Tower			
10:38:56	10:39:51	Tower	CI642			
10:39:04	10:39:59	CI642	Tower			
10:39:36	10:40:31	Tower	CI642			
10:39:59	10:40:54			P1	<i>We can't do it, another wind check below 1000 feet.</i>	
10:40:04	10:40:59			P2	<i>OK.</i>	
10:40:07	10:41:02			P1	<i>Gear down.</i>	
10:40:08	10:41:03			P2	<i>Gear down.</i>	
10:40:22	10:41:17			P1	<i>Go-around ready?</i>	
10:40:23	10:41:18			P2	<i>Yes.</i>	
10:40:24	10:41:19			P1	<i>2000.</i>	
10:40:34	10:41:29			P2	<i>Actually 4500.</i>	
10:40:36	10:41:31			P1	<i>2000 until 3 mile.</i>	
10:40:38	10:41:33			P2	<i>2000 until 3 mile.</i>	
10:40:50	10:41:45			P1	<i>Now is 330, OK flap 35.</i>	
10:40:54	10:41:49			P2	<i>Flap 35, medium.</i>	
10:41:10	10:42:05			P1	<i>Final checklist.</i>	
10:41:12	10:42:07			P2	<i>Final checklist, gear?</i>	
10:41:13	10:42:08					
10:41:14	10:42:09	Tower	CI642			
10:41:15	10:42:10	CI642	Tower	P1	<i>Negative.</i>	

Discussion re missed approach procedure initial altitude.

TIME UTC		RTF COMMUNICATION		FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN		
10:41:17	10:42:12	Tower	CI642			
10:41:20	10:42:15					
10:41:22	10:42:17	CI642	Tower			
				P2		
10:41:31	10:42:26	Tower	CI642			
10:41:44	10:42:39					
10:41:53	10:42:48					
10:41:56	10:42:51					
10:41:57	10:42:52					
10:42:10	10:43:05					
10:42:15	10:43:10					
10:42:18	10:43:13					
10:42:31	10:43:26					
10:42:37	10:43:32					
10:42:40	10:43:35	CI 642	Tower			
10:42:44	10:43:39	Tower	CI642			
10:42:48	10:43:43	CI642	Tower			
10:42:51	10:43:46					
				Area		

*Gear, 4 green, autobrake medium, spoiler arm, flap 35, ENA standby, final checklist standby .....  
Final word(s) blotted out by incoming RTF at 10:41:31.*

*Dual land.  
Check list?  
Completed.  
Speed.  
'1,000'.*

*No, yes, wind check, wind check.  
OK, now in sight 6 .....*

*'500'.*

*DYNASTY 642, braking action is good.  
Thank you.*

*DYNASTY 642, the visibility at touchdown 1600 metre, touchdown wind 320 degrees at 25 knots, gust 33 knots, run way 25L clear to land.  
Clear to land runway 25L, thank you.*

*Approach light, approach light ahead, do you need the wind again?*

*DYNASTY 642, wind check again?  
DYNASTY 642, just about to give you that, 320 degrees 28 knots gusting 36 knots.*

*Thank you and we have the runway in sight around 700 feet.*

TIME UTC		RTF COMMUNICATION		FLIGHT DECK COMMUNICATION		REMARKS
ATC	FDR	FROM	TO	ORIGIN		
10:42:52	10:43:47	Tower	CI642	Area		Warning sound for autopilot disengage.
10:42:53	10:43:48		DYNASTY 642.	P2		
10:42:57	10:43:52			P2	<i>Go-around speed 185.</i>	
10:43:08	10:44:03			P2	<i>Left of course.</i>	
10:43:15	10:44:10			P2	<i>Speed.</i>	
10:43:19	10:44:14			Area	<i>'100'.</i>	
10:43:23	10:44:18			Area	<i>'50, 40, 30, 20, 10'.</i>	
10:43:26	10:44:21			Area		Sound of touchdown. End of recording.
10:43:30	10:44:25					