

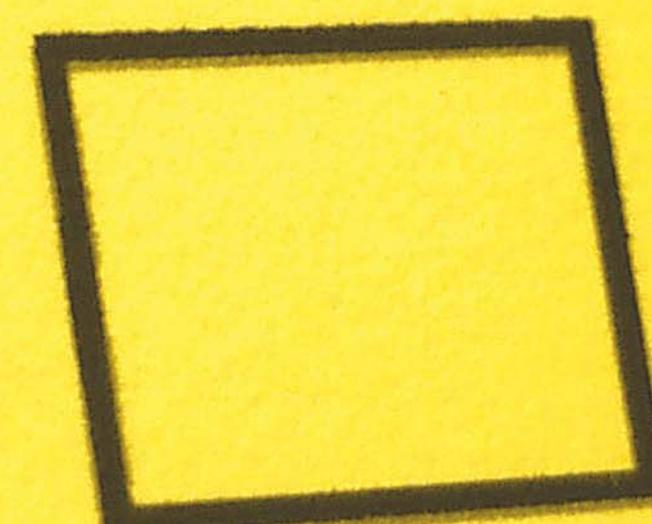
# watch your **check list:**

## ARE YOUR CLEARANCES CORRECTLY CONSTRUCTED?

YES PLEASE



NO THANKYOU

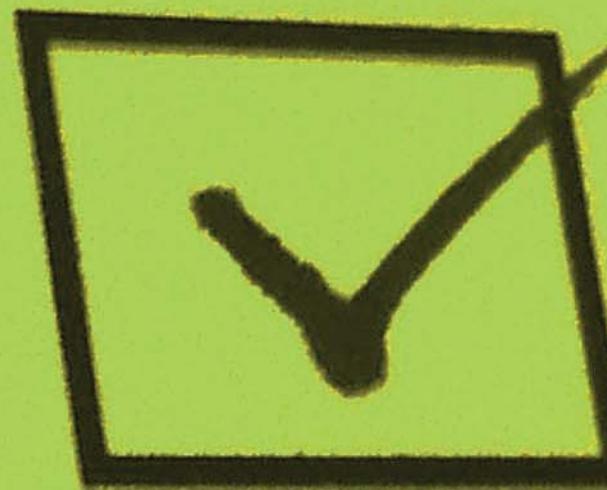


- Use full callsigns on every transmission?
- Use ICAO standard phraseology?

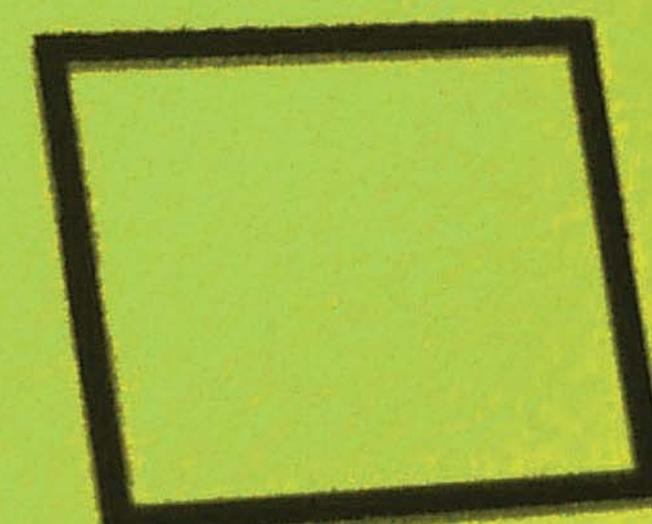
# watch your **check list:**

**ARE YOUR CLEARANCES  
UNDERSTANDABLE AND  
GIVEN AT THE RIGHT TIME?**

**YES PLEASE**



**NO THANKYOU**



- Pronounce 3 as ‘TREE’ and not as ‘THREE’?
- Avoid issuing clearances during high pilot workload?
- Check rates of climb and descent when issuing new levels – is there enough time to level off?
- Speak slow and limit the number of instructions in a single clearance?

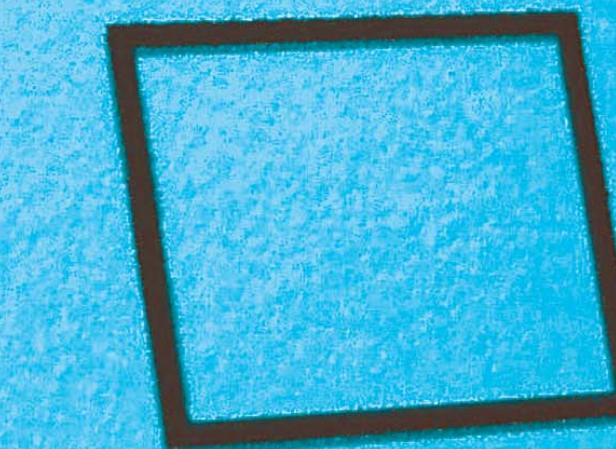
# watch your **check list:**

**ARE YOUR CLEARANCES RECEIVED BY  
THE RIGHT CREW, RECEIVED ACCURATELY  
AND READ BACK?**

**YES PLEASE**



**NO THANKYOU**



- Consider potential confusion between headings, speeds and flight levels?
- Always query a readback if you are uncertain?
- Avoid conducting any other tasks during readbacks?
- Notify aircraft if their callsigns sound similar?
- Re-check clearances following a blocked transmission?

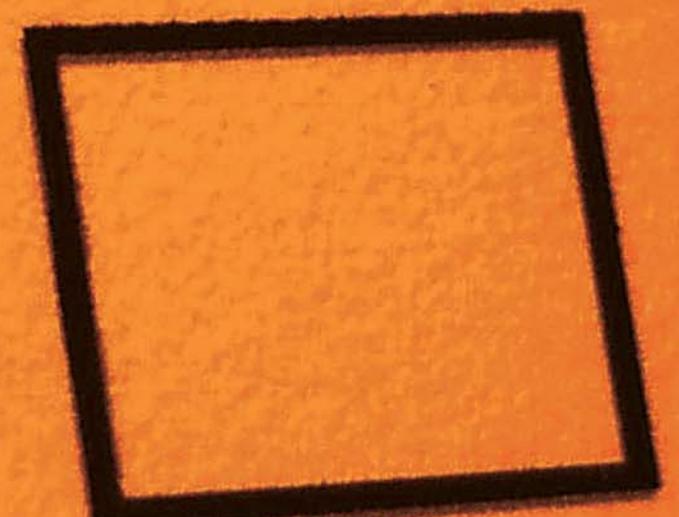
# watch your **check list:**

**ARE YOUR CLEARANCES  
CORRECTLY AND FULLY  
CARRIED OUT?**

**YES PLEASE**



**NO THANKYOU**



**Monitor the actions of  
an aircraft following  
the issue of a clearance?**