

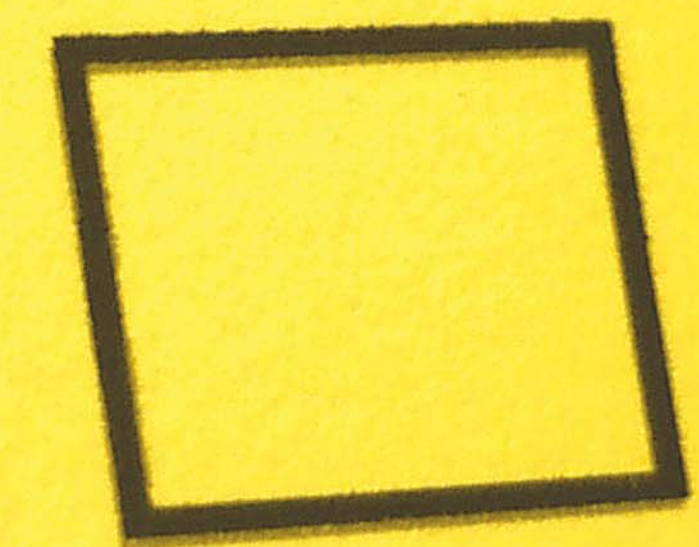
watch your **check list:**

**ARE YOUR CLEARANCES
CORRECTLY
CONSTRUCTED?**

YES PLEASE



NO THANKYOU



☒ Use full callsigns on every transmission?

☒ Use ICAO standard phraseology?

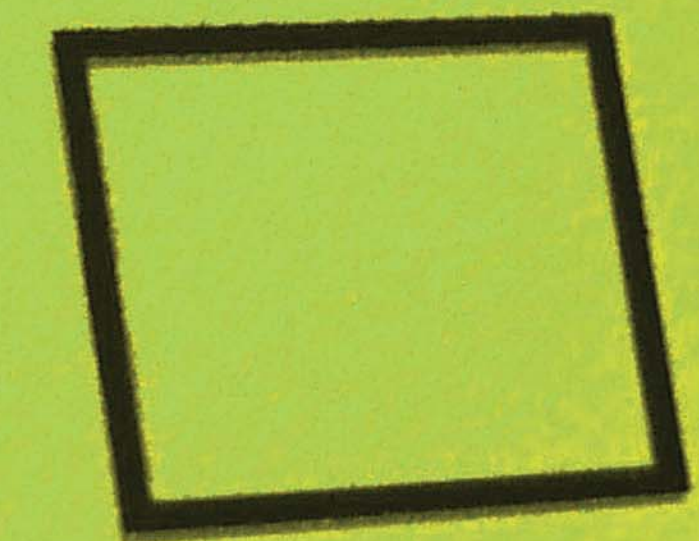
watch your **check list:**

**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?

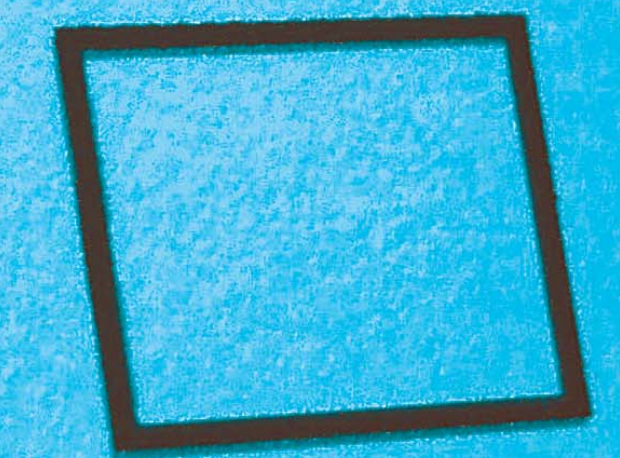
watch your **check list:**

**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?

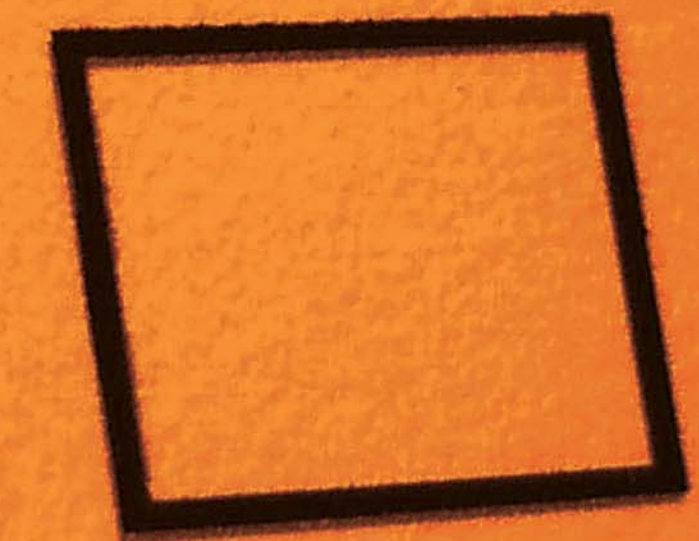
watch your **check list:**

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

YES PLEASE



NO THANKYOU



- ☒ Monitor the actions of an aircraft following the issue of a clearance?