



*Captain, ask yourself:*  
**Am I on the level?**



EUROCONTROL

DAP/SSH

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## Approach

**\* Do you look for level bust hotspots when planning the approach?**

Always brief arrival altitude restrictions, transition level and QNH, and consider potential impacts from weather.

**\* Do you discuss level bust risk factors during arrival briefings?**

Plan for multi-step STARS – consider position of SIDS and Holds.

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## Ground

**\* Are you aware of best-practice to avoid level busts?**

Look at the Level Bust Toolkit on [www.eurocontrol.int/safety](http://www.eurocontrol.int/safety)



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## Departure

- \* Do you look for level bust hotspots when planning the departure?**

Plan for multi-step SIDs – consider position of STARS and Holds.

- \* Do you discuss level bust risk factors during departure briefings?**

Always brief departure altitude restrictions, transition altitude and QNH, and consider potential impacts from weather.

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## Communication

- \* Do other operators use similar sounding call signs to yours?**

Always use your full call sign and inform ATC of potential conflicts.

- \* Are you having difficulties understanding ATC?**

Both pilots use headsets, listen and write down clearances.

- \* Was the cleared level part of a multiple clearance?**

Read back clearances in full.

- \* Are you unsure of your cleared level?**

If in doubt check your cleared level with ATC.

- \* Did you hear someone else read back a clearance incorrectly?**

Help others when noticing their errors or blocked transmissions.

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## Cockpit

- \* Do you operate your aircraft with high rates of climb/descent?**

Manage climb/descent energy to facilitate level capture.

- \* Is the cockpit environment increasing the risk of a level bust?**

Apply CRM principles and cooperate with other crew members.

- \* What do you think about SOPs?**

Adhere to SOPs and share the workload.

- \* Do you know your altitude and your altitude setting now?**

Monitor and cross-check altitude setting and manoeuvres.