

The A to E of avoiding Level Bust For Pilots



A is for Altimeter: remember the importance of transition altitude. When cleared to an altitude make sure correct QNH is set. When cleared to a Flight Level, make sure you have STD set (1013 mb – 29.92).

B is for Briefing: altitude constraints such as on SIDs and STARS should be thoroughly briefed between crew members. Then you can ensure the correct settings are made on the autoflight system.

C is for Clearances: Set the clearance received, not the clearance expected. If in any doubt, confirm with ATC.

D is for Distractions: focus on the prime tasks during phases of dynamic flight. Don't allow any distractions to compromise this.

E is for English: use the correct phraseology at all times.



The F to J of avoiding Level Bust for ATCOs



F is for Frequency: warn aircraft on the frequency if they have similar call signs, and beware frequency 'blocks' which can hide developing safety risks. Restate the assigned flight level on initial contact on a new frequency.

G is for Good Time: give clearances, including re-clearances in good time. Bear in mind the workload of the flight crew.

H is for Heading: consider use headings ending with the digit 5 to differentiate them from altitude clearances

I is for Instructions: avoid multiple clearances in the same transmission as these can increase confusion

J is for Just Reporting: file an incident report when an actual or potential incident is experienced. It helps make the system safer.

