

7.2.1.1. The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

- a) ATC route clearances;
- b) Clearances and instructions to enter, land on, take off from, hold short of, cross and backtrack on any runway; and
- c) Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions and, whether issued by the controller or contained in ATIS broadcasts, transition levels.
- d) Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

### 7.3. Amended Clearance

This requirement recognizes the need for a check in certain items of a clearance when a route or flight level is changed. Attention will be drawn to the change by prefixing the amended item with the word "AMENDED" e.g.; "Amended route, amended level" etc. If the clearance contains any item which differs from the flight plan and the item is not prefixed "AMENDED" the pilot shall request a verification of that item.

7.4. An air traffic control clearance may be issued direct to an aircraft by an ACC or through the aerodrome control Tower or an air/ground HF/RTF communications unit.

7.5. Phrases used in air traffic control clearances will have the following meanings:

- a) "Clearance expires at \_ \_ \_ \_ (time)". If the aircraft is not airborne by the time stated, a fresh clearance shall be obtained.
- b) "Depart not before \_ \_ \_ (time)". An aircraft will not be cleared for departure until the time specified.
- c) "Unable to approve \_ \_ \_ \_ (flight planned level)". When ATC is unable to approve the flight planned level an alternative level will be offered whenever possible, to avoid or reduce delay.

7.6. The Pilot in command having acknowledged an air traffic control clearance shall not deviate from the provisions of the clearance unless an amended clearance has been obtained.

7.7. A flight shall normally be cleared to the aerodrome of first intended landing and the point of leaving controlled airspace or in the case of flight where prior co-ordination with an adjacent unit cannot be established, the FIR boundary.

7.8. An aircraft which has been cleared to an intermediate point enroute to await further ATC clearance will whenever possible, be issued the required ATC clearance at least 5 minutes before the aircraft arrives at the clearance limit, unless the pilot is instructed to hold over the intermediate holding point until a specified time.

7.9. In the event of an aircraft arriving at the clearance limit without having received the further clearance, the pilot in command shall immediately request for further clearance and hold in accordance with the standard holding pattern, maintaining the last assigned cruising level until further clearance is received. Where no direct co-ordination facilities between the