

*“P*ilots have it in their own power to reduce the likelihood of a level bust associated collision.”

*The Book of Safety 6:16*

# Level Busts what you need to know



## What is a Level Bust?

Any deviation from an assigned level of 300 feet or more.

## Distractions

*Cleared to nine zero.*

Was that cleared flight level two nine zero?

*Make your heading two nine zero.*

Was that cleared flight level two nine zero?

If distractions are present reconfirm your clearance.

## Standard Instrument Departures

On step climb SIDs carefully identify the First Cleared Altitude.

## Auto-pilot Problems

● Watch it like a Hawk for uncommanded inputs

- Monitor the integrity of the level acquisition
- Crosscheck the MCP with the other pilot
- Monitor and call FMA changes
- Know your TCAS RA drill
- Be extra vigilant in monitoring the autopilot if there is any doubt about the performance of the equipment.

## Altimeter Setting

- Set and crosscheck, don't go to a flight level with QNH set!
- When any altimeter related call or crosscheck is made develop the habit of checking the subscale setting every time
- Do follow conscientiously your Altimeter Setting Procedure.

## Pilot Handling

If the workload is high let the autopilot fly.

## Standard Operating Procedures (SOPs)

- Task sharing - Be a well-coordinated crew and do those crew crosschecks
- Mandatory call-outs – Leaving Y for X and One to Go! Get a response
- Always practise good CRM. A well-coordinated two-crew effort will prevent level busts
- Be especially vigilant during multiple step climb clearances
- Do encourage including 5,000' and 10,000' calls as well as 'one to go' calls.

## Altitude Reporting Systems

Do a crosscheck any time the level setting is changed.

## Radio Procedures

### Do's

- Do - If one pilot is off the radio confirm the clearance with ATC when both are listening
- Do - Read back all clearances
- Do - Use your call sign for ALL read backs
- Do - Confirm the clearance with ATC if in doubt
- Do - Confirm your clearance if you detect any part of a transmission may have been blocked
- Do - Confirm your clearance if you become aware that there is an aircraft on the frequency with a similar call sign.

## Don'ts

- Don't make PAs during climb or descent
- Don't get ATIS during periods of high workload
- Don't do non-essential paperwork during climb or descent
- Don't assume that your read back is correct because ATC accept it; if in doubt double-check.

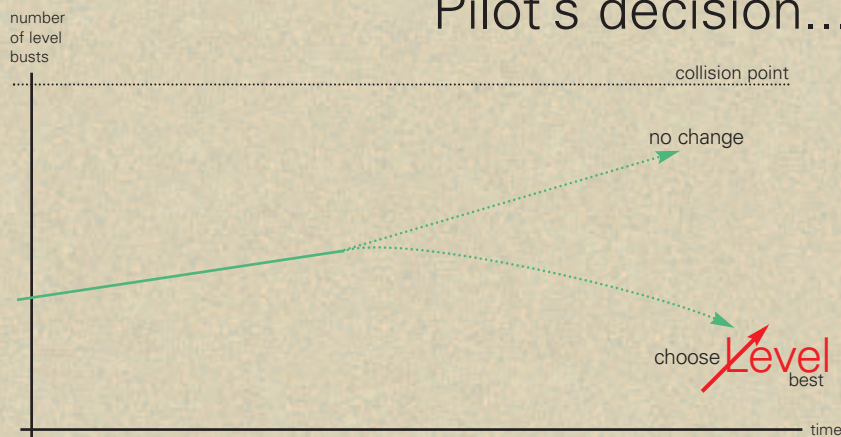
## Performance

- Be aware - Low weights/High thrust = High performance climb
- Brief for departure
- Be ready for the go around especially with a low level off.

## Weather

If the conditions cause level excursions inform ATC in a timely manner.

## Pilot's decision...



“Religiously following SOPs is the best defence.”  
*The Book of Safety 10:24*