

4-4-7. Pilot Responsibility upon Clearance Issuance

- a. Record ATC clearance.** When conducting an IFR operation, make a written record of your clearance. The specified conditions which are a part of your air traffic clearance may be somewhat different from those included in your flight plan. Additionally, ATC may find it necessary to ADD conditions, such as particular departure route. The very fact that ATC specifies different or additional conditions means that other aircraft are involved in the traffic situation.
- b. ATC Clearance/Instruction Readback.** Pilots of airborne aircraft should read back *those parts* of ATC clearances and instructions containing altitude assignments, vectors, or runway assignments as a means of mutual verification. The read back of the "numbers" serves as a double check between pilots and controllers and reduces the kinds of communications errors that occur when a number is either "misheard" or is incorrect.
1. Include the aircraft identification in all readbacks and acknowledgments. This aids controllers in determining that the correct aircraft receive the clearance or instruction. The requirement to include aircraft identification in all readbacks and acknowledgments becomes more important as frequency congestion increases and when aircraft with similar call signs are on the same frequency.

EXAMPLE-

"Climbing to Flight Level three three zero, United Twelve" or "November Five Charlie Tango, roger, cleared to land runway nine left."

2. Read back altitudes, altitude restrictions, and vectors in the same sequence as they are given in the clearance or instruction.
 3. Altitudes contained in charted procedures, such as DPs, instrument approaches, etc., should not be read back unless they are specifically stated by the controller.
 4. Initial read back of a taxi, departure or landing clearance should include the runway assignment, including left, right, center, etc. if applicable.
- c.** It is the responsibility of the pilot to accept or refuse the clearance issued.