AUSTRALIA

AERONAUTICAL INFORMATION CIRCULAR (AIC)

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READ BACK OF SAFETY-RELATED INSTRUCTIONS

1. INTRODUCTION

1.1 An Australian Transport Safety Bureau (ATSB) investigation, Separation occurrence involving Piper PA-44, VH-KZJ, and Cessna 172, VH-ZER, near Jandakot Airport, Western Australia, on 12 June 2025, identified that the PA-44 pilot did not identify the final part of the amended ATC instruction to 'follow the Cessna' due to a number of factors.

1.2 The ATSB found that the pilot's incomplete read back was not corrected by the controller as AIP GEN 3.4 paragraph 5.4.1, and the Manual of Air Traffic Services, did not explicitly require sequencing instructions to be read back, and an opportunity to avoid the occurrence was missed.

1.3 This incident highlights the importance of ensuring all parties have an accurate situational understanding, especially when plans change.

2. OPERATIONAL INFORMATION

2.1 Read backs are critical for ATC to ascertain that the clearance or instruction has been understood and will be complied with by the pilot. Aircraft sequencing is a safety-critical component of assuring the safety of flight and needs to be unambiguous for all parties.

2.2 Section 11.12 of the *Part 91 Manual of Standards* requires the safety-related parts of any ATC clearance or instruction transmitted by voice to be read back.

2.3 In addition to the items listed in AIP GEN 3.4 paragraph 5.4.1, other clearances and instructions, such as the FOLLOW instruction, are critical to safety. Pilots should include sufficient detail to indicate compliance.

2.4 Section 5.15 of Multi-Part Advisory Circular AC 64.B-02, AC 91-35 and AC 172-05, *Radiotelephony Manual for Flight Operations*, contains examples of phraseology for operations within the circuit at controlled aerodromes. When utilised these allow for read back compliance.

3. CANCELLATION

3.1 This AIC self-cancels at 202702251600 UTC.

4. DISTRIBUTION

4.1 Airservices Australia website only.