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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

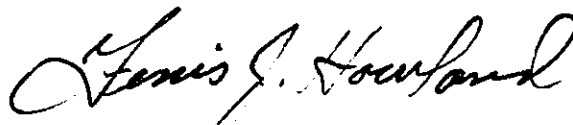
SUBJECT: ABBREVIATED INSTRUMENT FLIGHT RULES DEPARTURE CLEARANCE

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1. PURPOSE. This circular provides guidance to pilots and operators for participation in the Abbreviated IFR Departure Clearance Program.
 2. REFERENCES.
 - a. Terminal Air Traffic Control Handbook, 7110.8A.
 - b. En Route Air Traffic Control Handbook, 7110.9A.
 - c. Airman's Information Manual.
 3. BACKGROUND. For some time two abbreviated IFR departure clearance procedures have been in effect--the "CLEARED AS FILED" procedure applied only to air carriers and the "VIA FLIGHT PLANNED ROUTE" procedure applied to all users. Since there is overlap and redundancy in the two procedures, advantages can be gained by use of a single procedure incorporating the best features of the two methods now in use, but excluding features that have been troublesome in day-to-day operations. The new procedure which succeeds the two present methods will be implemented on 1 July 1970.
 4. PROCEDURES.
 - a. To ensure the success of the program, consistency of operation and accurate relay of information between pilot and controller, pilots should:
 - (1) Include specific SID/transitions and preferred routes in flight plans whenever such routes meet pilots' needs.
 - (2) If feasible, avoid making changes to a filed flight plan just prior to departure.
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- (3) Request route/altitude verification or clarification from ATC if any portion of the clearance is not clearly understood.
 - (4) Use the following procedure and phraseology in initial radio communication with the facility concerned: State aircraft identification, location, type of operation planned (IFR), and the point of first intended landing (destination airport).
Examples:
 - (a) "KENNEDY CLEARANCE DELIVERY, THIS IS UNITED SEVEN TWENTY-FIVE, AT GATE TWENTY, IFR TO SAN FRANCISCO."
 - (b) "WASHINGTON GROUND CONTROL, THIS IS BEECHCRAFT ONE THREE ONE FIVE NINER AT HANGER EIGHT, READY TO TAXI, IFR TO ATLANTA."
- b. ATC facilities will issue an abbreviated IFR departure clearance based on THE ROUTE OF FLIGHT filed in the IFR flight plan, provided the filed route can be approved with little or no revision. Its application will be based on the following conditions:
- (1) That a pilot will not accept an abbreviated clearance if THE ROUTE OF FLIGHT filed with ATC has been changed by him or the company or the operations officer before departure. He is expected to inform the ATC facility in his initial radio communication if he cannot accept the clearance.
 - (2) That it is the responsibility of the company or operations officer to inform the pilot when they make a change to the filed route of flight.
- c. A controller will not issue an abbreviated clearance if he has knowledge that the original filed ROUTE OF FLIGHT has been subsequently changed. (Knowledge of a subsequent change to the filed route of flight would normally be provided by the pilot, company, or operations officer.)
- d. Although the destination airport will not be stated in the clearance, the clearance as issued will be considered as a clearance to the destination airport filed in the flight plan.
- e. A specific SID, including a transition route if appropriate, filed by the pilot, will be considered part of the route of flight. ATC may specify a SID (including transition if necessary) if not previously filed.

- f. It may be necessary for ATC to clear an aircraft via a SID which differs from that filed or the filed route with a minor change.
- g. En route altitudes filed in an IFR flight plan are not part of the abbreviated flight plan program. In all cases, THE ASSIGNED EN ROUTE ALTITUDE/FLIGHT LEVEL WILL BE STATED IN THE CLEARANCE--it may or may not be the same as the altitude/flight level filed.
- h. In a radar environment, the controller will state CLEARED AS FILED and:
 - (1) Specify the assigned altitude/flight level and any additional instructions or information to clear a departing aircraft via the SID and route filed. Example: "UNITED SEVEN TWENTY FIVE CLEARED AS FILED, MAINTAIN FLIGHT LEVEL THREE SEVEN ZERO, REPORT LEAVING FLIGHT LEVEL THREE FIVE ZERO."
 - (2) Assign a SID and specify the assigned altitude/flight level and any additional instructions or information to clear a departing aircraft that did not file a SID. Example: "AIR FORCE ONE TWO THREE TWO ONE CLEARED AS FILED, LAS VEGAS TWO DEPARTURE, MAINTAIN ONE THREE THOUSAND."
 - (3) If unable to approve the filed SID, assign an appropriate SID and specify the assigned altitude/flight level and any additional instructions or information. Example: "EASTERN FIVE ZERO ONE CLEARED AS FILED EXCEPT CHANGE DEPARTURE TO READ DUTCH SEVENTEEN DEPARTURE, MAINTAIN FLIGHT LEVEL THREE FIVE ZERO."
 - (4) If necessary to make a minor revision to the filed route, specify the revision, the assigned altitude/flight level, and any additional instructions or information. Example: "JET STAR ONE FOUR TWO FOUR CLEARED AS FILED EXCEPT CHANGE ROUTE TO READ SALINA J18 KIRKSVILLE, MAINTAIN FLIGHT LEVEL THREE THREE ZERO."
- i. In a nonradar environment, a controller will state CLEARED AS FILED; specify one, two, or more fixes as necessary to indicate the direction of flight; and specify the assigned altitude/flight level and any additional instructions or information. Example: The pilot of Cessna one two three four has filed Hutchinson V10 Emporia thence V10N and V77 to St. Joseph. The clearance would read: "CESSNA ONE TWO THREE FOUR CLEARED AS FILED VIA EMPORIA, MAINTAIN SEVEN THOUSAND, REPORT PASSING FLORENCE INTERSECTION."

- j. ATC WILL ISSUE A DETAILED CLEARANCE WHEN REQUESTED BY THE PILOT.



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