

Department of Transportation
FEDERAL AVIATION ADMINISTRATION
IFR PILOT EXAM-O-GRAM® NO. 34
IFR DEPARTURE CLEARANCES

This Exam-O-Gram is presented as a ground instruction aid to assist pilot and flight instructor applicants for the Instrument Rating Written Test. The information and advice given will also be of value to the newly-rated instrument pilot.

Instrument flight instructors can recall a variety of student reactions to an unexpected call from the controller with "your ATC CLEARANCE." This call may confuse the inexperienced pilot, particularly if he is already busy taxiing, performing instrument cockpit checks, and watching for other traffic. The point to remember is--DON'T SAY YOU ARE READY TO COPY UNTIL YOU ARE READY! Simply tell the controller to "Stand By" until you are fully organized and prepared to receive your departure clearance. The controller has no way of distinguishing between an inexperienced pilot and one who knows the local area as well as he knows his own back yard. The controller assumes that you are a competent instrument pilot, that you have learned--and are proficient in using--clearance shorthand, and that you are familiar with appropriate route data. Until you reach the level of competence necessary for flying under Instrument Flight Rules in areas of high density traffic, you should stay away from them. If you are a novice in copying clearances, alert the controller by telling him to "Go Slow." If you are flying without a co-pilot, you should keep some additional points in mind in connection with IFR departure clearances. "Ready to copy" should mean at least the following:

1. Your airplane is under control, preferably stopped, parking brake set.
2. You are ready with writing materials.
3. Your radio(s) are properly tuned, volume at a readable level.
4. Route data is at hand (including Enroute Chart, Area Chart, SIDs, and STARs as appropriate). The route specified in your clearance may differ with that you filed in your flight plan. If the routing is different, and you elect to read back the clearance, read it back as issued then check the routing. If you desire clarification or you have objection to the routing, question it then. In accepting a clearance, you assume responsibility for complying with it.

The IFR departure clearance you receive depends on several factors:

1. HAVE YOU INDICATED YOU WILL NOT ACCEPT A STANDARD INSTRUMENT DEPARTURE (SID)? Controllers may issue a clearance containing a published effective SID to any departing aircraft, unless otherwise requested verbally by the pilot or by inclusion of "NO SID" in the remarks section of the filed IFR flight plan. Therefore, if you do not indicate as stated above, you should be familiar with all SIDs for the departure airport and have copies of them in the cockpit. Be certain to note and adhere to all altitude restrictions.
2. HAVE YOU REQUESTED A "DETAILED CLEARANCE"? If you do not specifically request a detailed clearance from Ground Control or Clearance Delivery, you will probably be issued an "abbreviated departure clearance," provided the route filed in your IFR flight plan can be approved with little or no revision.
3. WILL THE FLIGHT BE IN A RADAR OR A NON-RADAR ENVIRONMENT?
 - (a) If the flight is in a radar environment (and an abbreviated departure clearance is issued), the controller will state, "CLEARED AS FILED," followed by an assignment of an altitude/flight level and any additional instructions or information required.
 - (b) If the flight is in a non-radar environment (and an abbreviated departure clearance is issued), the controller will state, "CLEARED AS FILED," and will specify one, two, or more fixes necessary to identify the initial route of flight, followed by an assignment of an altitude/flight level and any additional instructions or information required.

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The clearances which follow are typical of those from airports in the Dallas/Ft. Worth area. See the excerpt from Enroute Low Altitude Chart L-13, on page 3, and the SID - BRIDGEPORT THREE DEPARTURE, on page 4. Have someone read the clearances to you to aid in developing your short-hand proficiency. The FAA Instrument Flying Handbook contains a clearance shorthand you may want to use if you do not already have a system.

DISTRIBUTION: ZC-307

* Exam-O-Grams are non-dictive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

MEACHAM FIELD - WILL ROGERS AIRPORT. . . V317 ADM - V163 OKC - DEPARTURE RUNWAY 36.

(The following is a "detailed clearance" and does not make use of radar, which would normally be provided.)

FLYBIRD TWO TWO CHARLIE CLEARED TO WILL ROGERS AIRPORT VIA NORTH COURSE MEACHAM LOCALIZER - VICTOR SIXTY-SIX VICTOR THREE SEVENTEEN ARDMORE - VICTOR ONE SIXTY-THREE OKLAHOMA CITY - MAINTAIN FOUR THOUSAND. REPORT FORT WORTH RADIO BEACON AND INTERCEPTING VICTOR SIXTY-SIX. DEPARTURE CONTROL FREQUENCY WILL BE ONE ONE EIGHT POINT ONE.

(The following is an "abbreviated clearance" for the same filed route with radar vectoring provided.)

FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - MAINTAIN FOUR THOUSAND - MAINTAIN RUNWAY HEADING FOR VECTOR TO VICTOR THREE SEVENTEEN. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE ONE EIGHT POINT ONE.

GREATER SOUTHWEST INTERNATIONAL AIRPORT - MIDLAND-ODESSA REGIONAL AIR TERMINAL. . . V18 MQP - V16 ABI - V66 MAF - - DEPARTURE RUNWAY 17.

(The following is a "detailed clearance" and does not make use of radar, which would normally be provided.)

FLYBIRD TWO TWO CHARLIE CLEARED TO MIDLAND-ODESSA AIRPORT VIA VICTOR EIGHTEEN MILLSAP - VICTOR SIXTEEN ABILENE - VICTOR SIXTY-SIX MIDLAND. TURN RIGHT TO JOIN VICTOR EIGHTEEN - MAINTAIN FOUR THOUSAND. REPORT INTERCEPTING VICTOR EIGHTEEN. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

(The following is an "abbreviated clearance" for the same route with radar vectoring provided.)

FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - MAINTAIN FOUR THOUSAND - MAINTAIN RUNWAY HEADING FOR VECTOR TO VICTOR EIGHTEEN. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

DALLAS-LOVE FIELD - AMARILLO AIR TERMINAL. . . V66 BPR - V355 SPS - V114 AMA - - DEPARTURE RUNWAY 31R.

(The following is a "detailed clearance" and does not make use of radar, which would normally be provided.)

FLYBIRD TWO TWO CHARLIE CLEARED TO AMARILLO AIRPORT VIA NORTHWEST COURSE DALLAS LOCALIZER - VICTOR SIXTY-SIX BRIDGEPORT - VICTOR THREE FIFTY-FIVE WICHITA FALLS - VICTOR ONE FOURTEEN AMARILLO. MAINTAIN FOUR THOUSAND. JOIN VICTOR SIXTY-SIX AT FOUR THOUSAND. REPORT INTERCEPTING VICTOR SIXTY-SIX. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

(The following is an "abbreviated clearance" for the same route with radar vectoring provided.)

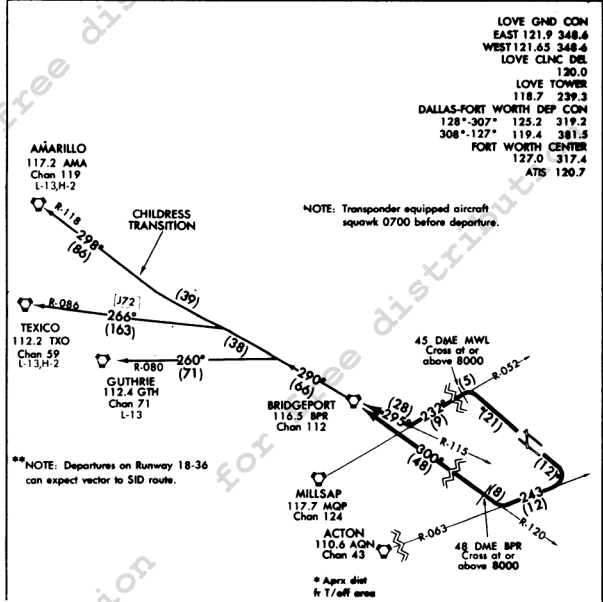
FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - MAINTAIN FOUR THOUSAND - MAINTAIN RUNWAY HEADING FOR VECTOR TO VICTOR SIXTY-SIX. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

(The following is an "abbreviated clearance" from Dallas-Love Field to Amarillo Air Terminal with a SID assigned by ATC.)

FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - BRIDGEPORT THREE DEPARTURE - CHILDRESS TRANSITION - MAINTAIN EIGHT THOUSAND. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

BRIDGEPORT THREE DEPARTURE

**DALLAS-LOVE FIELD
DALLAS, TEXAS**



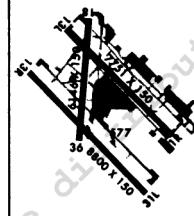
References:

Airman's Information, Parts 1 and 3
Terminal Air Traffic Control, 7110.8B
En Route Air Traffic Control, 7110.9B

DEPARTURE ROUTE DESCRIPTION

REV 487

Take-off Runways 13L/R, 18: **Maintain runway heading to intercept and proceed southwest on the ACTON VORTAC 063 radial to the BRIDGEPORT VORTAC 120 radial, then proceed northwest on the BRIDGEPORT 120 radial to the BRIDGEPORT VORTAC. Thence via (assigned transition) or (assigned route). Cross the BRIDGEPORT 120 radial 48 DME Fix at or above 8,000 feet.



(Continued on next page)

Take-off Runways 31L/R, 36: **Maintain runway heading to intercept and proceed southwest on the MILLSAP VORTAC 052 radial to the BRIDGEPORT VORTAC 115 radial, then proceed northwest via the BRIDGEPORT 115 radial to the BRIDGEPORT VORTAC. Thence via (assigned transition) or (assigned route). Cross the MILLSAP 052 radial 45 DME Fix at or above 8,000 feet.

CHILDRESS TRANSITION: From over the BRIDGEPORT VORTAC proceed northwest via the BRIDGEPORT VORTAC 290 radial and the AMARILLO VORTAC 118 radial to the AMARILLO VORTAC.

GUTHRIE TRANSITION: From over the BRIDGEPORT VORTAC proceed northwest via the BRIDGEPORT VORTAC 290 radial and the GUTHRIE 080 radial to GUTHRIE VORTAC.

TEXICO TRANSITION: From over the BRIDGEPORT VORTAC proceed northwest via the BRIDGEPORT 290 radial and J72 to TEXICO VORTAC.

SID - BRIDGEPORT THREE DEPARTURE

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Flight Standards Technical Division, Operations Branch
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9/71

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