

III. ATC CLEARANCE

ДИСПЕТЧЕРСКОЕ РАЗРЕШЕНИЕ

ATC clearance is usually given before engine start up (by "Clearance Delivery" or "Pre-taxi") or during taxiing (be "Ground" or "Tower"). At the airports of the North America when the controller issues ATC clearance it means that the pilot also receives a start up clearance.

ATC clearance normally contain the following (AIM, 4-4-2):

- 1) clearance limit;
- 2) departure instruction or SID;
- 3) route of flight;
- 4) altitude data;
- 5) transponder code.

The pilot should state the following information in the initial call up (while requesting ATC clearance):

- 1) aircraft call sign;
- 2) location (gate, stand);
- 3) type of operation (IFR) and the name of the airport (or fix) to which you (the pilot) expect clearance;
- 4) ATIS information code.

• Example (AIM, 5-2-3):

P. Miami Clearance Delivery, AFL 326, at gate 16, IFR Shannon, ATIS "M".

C. ATC clears AFL 326 to destination Shannon, via Miami 7 Departure, Padus transition then as filed, maintain 5000 feet, departure frequency 119.45, squawk 2145, call .8 for push.

Note. - ".8" = "121.8".

Departure Restrictions, Clearance void times, Hold for release, and Release times

ATC may assign departure restrictions, clearance void times, hold for release, and release times, when necessary, to separate departures from other traffic or to restrict or regulate the departure flow.

1. Clearance void times.

Examples:

- Clearance void if not off by 10.15.

Разрешение считается недействительным после времени, указанного в ограничении (10.15).