

# Clearance – Instruction

by J-L

# What's the difference?

- Clearance: an authorisation

you MAY when ready...

- Instruction: an action to be executed without delay

you MUST immediately...

# Example:

- « Cleared descent to 3000' »

You **MAY** start your descent **NOW** or **WAIT** until you're ready

- « Descend to 3000' »

You **MUST** start your descent **NOW**

# Types of clearances (CLR):

- Taxi CLR
- Take-off CLR
- Departure CLR
- En-route CLR
- Approach CLR
- Landing CLR

# A pilot MAY:

- Request another clearance if the previous one is not suitable  
(e.g.: when he received a SID to the North for a flight to the South)
- Refuse a clearance if it is dangerous for the safety of his flight  
(e.g.: vectoring into a thunderstorm)

# ATC MUST:

- Advise the pilot if traffic conditions do not permit to follow his request for another route or level

AND

- Offer an alternative clearance or instruction if a pilot is not able to comply with the route or level he received

# ATC MAY NEVER:

- Refuse a clearance for any other reason than to prevent collisions
- Give a clearance which violates any rules or regulations

# When do pilots need a clearance?

- Before starting a flight in or through controlled airspace

## How do pilots obtain a clearance?

- A clearance shall be requested by FIRST filing a Flight Plan (FPL), BEFORE contacting ATC

# Clearances shall contain:

- ✓ Callsign :DAT3251  
and one or more of the following:
- ✓ CLR limit :Cleared to Kerky
- ✓ Route :via Arvol2A arrival
- ✓ Level :descend to FL 80
- ✓ Instructions./Info:expect Runway 25R

# Priorities for clearances:

Clearances shall be issued according the traffic situation,  
BUT

**aircraft in emergency**

(engine problems, fuel shortage, seriously ill passengers...)

**have priority** over other flights!

# Must **always** be read back:

- ✓ All clearances or instructions
- ✓ QNH
- ✓ Transition level
- ✓ Runway-in-use
- ✓ Squawk

# ONLY THE READ-BACK COUNTS!

ATC MUST ALWAYS listen to the read-back from the pilot to make sure his clearance or instruction has been correctly understood.

If read-back not correct, ATC will immediately repeat the clearance or instruction and check read-back again!

If the controller does not, ATC will get the blame if anything goes wrong!