

that you confirm a takeoff clearance rather than mistake another aircraft's clearance for your own.

**g.** When ATC issues intersection "line up and wait" and takeoff clearances, the intersection designator will be used. If ATC omits the intersection designator, call ATC for clarification.

**EXAMPLE-**

*Aircraft: "Cherokee 234AR, Runway 24L at November 4, line up and wait."*

**h.** If landing traffic is a factor during line up and wait operations, ATC will inform the aircraft in position of the closest traffic within 6 flying miles requesting a full-stop, touch-and-go, stop-and-go, or an unrestricted low approach to the same runway. Pilots should take care to note the position of landing traffic. ATC will also advise the landing traffic when an aircraft is authorized to "line up and wait" on the same runway.

**EXAMPLE-**

*Tower: "Cessna 234AR, Runway 24L, line up and wait. Traffic a Boeing 737, six mile final."*

*Tower: "Delta 1011, continue, traffic a Cessna 210 holding in position Runway 24L."*

**NOTE-**

*ATC will normally withhold landing clearance to arrival aircraft when another aircraft is in position and holding on the runway.*

**i.** Never land on a runway that is occupied by another aircraft, even if a landing clearance was issued. Do not hesitate to ask the controller about the traffic on the runway and be prepared to execute a go-around.

**NOTE-**

*Always clarify any misunderstanding or confusion concerning ATC instructions or clearances. ATC should be advised immediately if there is any uncertainty about the ability to comply with any of their instructions.*

## **5-2-6. Abbreviated IFR Departure Clearance (Cleared. . .as Filed) Procedures**

**a.** 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. These abbreviated clearance procedures are based on the following conditions:

**1.** The aircraft is on the ground or it has departed visual flight rules (VFR) and the pilot is requesting IFR clearance while airborne.

**2.** That a pilot will not accept an abbreviated clearance if the route or destination of a flight plan filed with ATC has been changed by the pilot or the company or the operations officer before departure.

**3.** That it is the responsibility of the company or operations office to inform the pilot when they make a change to the filed flight plan.

**4.** That it is the responsibility of the pilot to inform ATC in the initial call-up (for clearance) when the filed flight plan has been either:

**(a)** Amended, or

**(b)** Canceled and replaced with a new filed flight plan.

**NOTE-**

*The facility issuing a clearance may not have received the revised route or the revised flight plan by the time a pilot requests clearance.*

**b.** Controllers will issue a detailed clearance when they know that the original filed flight plan has been changed or when the pilot requests a full route clearance.

**c.** The clearance as issued will include the destination airport filed in the flight plan.

**d.** ATC procedures now require the controller to state the DP name, the current number and the DP transition name after the phrase "Cleared to (destination) airport" and prior to the phrase, "then as filed," for ALL departure clearances when the DP or DP transition is to be flown. The procedures apply whether or not the DP is filed in the flight plan.

**e.** STARs, when filed in a flight plan, are considered a part of the filed route of flight and will not normally be stated in an initial departure clearance. If the ARTCC's jurisdictional airspace includes both the departure airport and the fix where a STAR or STAR transition begins, the STAR name, the current number and the STAR transition name MAY be stated in the initial clearance.

**f.** "Cleared to (destination) airport as filed" does NOT include the en route altitude filed in a flight plan. An en route altitude will be stated in the clearance or the pilot will be advised to expect an assigned or filed altitude within a given time frame or at a certain point after departure. This may be done verbally in the departure instructions or stated in the DP.