

**CLEAR OF THE RUNWAY–**

**a.** Taxiing aircraft, which is approaching a runway, is clear of the runway when all parts of the aircraft are held short of the applicable runway holding position marking.

**b.** A pilot or controller may consider an aircraft, which is exiting or crossing a runway, to be clear of the runway when all parts of the aircraft are beyond the runway edge and there are no restrictions to its continued movement beyond the applicable runway holding position marking.

**c.** Pilots and controllers shall exercise good judgement to ensure that adequate separation exists between all aircraft on runways and taxiways at airports with inadequate runway edge lines or holding position markings.

**CLEARANCE–**

(See AIR TRAFFIC CLEARANCE.)

**CLEARANCE LIMIT–** The fix, point, or location to which an aircraft is cleared when issued an air traffic clearance.

(See ICAO term CLEARANCE LIMIT.)

**CLEARANCE LIMIT [ICAO]–** The point to which an aircraft is granted an air traffic control clearance.

**CLEARANCE VOID IF NOT OFF BY (TIME)–** Used by ATC to advise an aircraft that the departure clearance is automatically canceled if takeoff is not made prior to a specified time. The pilot must obtain a new clearance or cancel his/her IFR flight plan if not off by the specified time.

(See ICAO term CLEARANCE VOID TIME.)

**CLEARANCE VOID TIME [ICAO]–** A time specified by an air traffic control unit at which a clearance ceases to be valid unless the aircraft concerned has already taken action to comply therewith.

**CLEARED APPROACH–** ATC authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an aircraft will be cleared for a specific instrument approach procedure.

(See **CLEARED (Type of) APPROACH**.)

(See **INSTRUMENT APPROACH PROCEDURE**.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**CLEARED (Type of) APPROACH–** ATC authorization for an aircraft to execute a specific instrument approach procedure to an airport; e.g., “Cleared ILS Runway Three Six Approach.”

(See **APPROACH CLEARANCE**.)

(See **INSTRUMENT APPROACH PROCEDURE**.)

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

**CLEARED AS FILED–** Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, DP, or DP Transition.

(See **REQUEST FULL ROUTE CLEARANCE**.)

(Refer to AIM.)

**CLEARED FOR TAKEOFF–** ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.

**CLEARED FOR THE OPTION–** ATC authorization for an aircraft to make a touch-and-go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot. It is normally used in training so that an instructor can evaluate a student’s performance under changing situations. Pilots should advise ATC if they decide to remain on the runway, of any delay in their stop and go, delay clearing the runway, or are unable to comply with the instruction(s).

(See **OPTION APPROACH**.)

(Refer to AIM.)

**CLEARED THROUGH–** ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.

**CLEARED TO LAND–** ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.

**CLEARWAY–** An area beyond the takeoff runway under the control of airport authorities within which terrain or fixed obstacles may not extend above specified limits. These areas may be required for certain turbine-powered operations and the size and upward slope of the clearway will differ depending on when the aircraft was certificated.

(Refer to 14 CFR Part 1.)

**CLIMB TO VFR–** ATC authorization for an aircraft to climb to VFR conditions within Class B, C, D, and E surface areas when the only weather limitation is