



## AIRWAY CLEARANCES

### OVERVIEW

The divisional FRA system currently allows student controllers to control at aerodromes which do not have any standard instrument departures (SIDs). Therefore at these aerodromes, an IFR clearance will consist of an airways clearance and departure instruction. The way to issue these types of clearance is not very well known by most controllers. This document has therefore been produced to provide student controllers and more senior controllers alike the knowledge and ability to issue an airways clearance and departure instruction.

### AIRWAY CLEARANCES

An airways clearance should include:

An airway

A flight level

A squawk code

Usually the airway you clear the aircraft into will be the first airway that is filed in the flight plan. The flight level that should be issued is stated in the departure charts located in the AIP. Finally the squawk code allocation range is stated on the quickviews.

### EXAMPLE PHRASEOLOGY

Transmitter	Phraseology
ATC	BIGJET 347 is cleared to Kennington via A1 at FL60, squawk 5501
Pilot	Cleared to Kennington via A1 at FL60, squawk 5501, BIGJET 347
ATC	BIGJET 347, correct

### DEPARTURE INSTRUCTION

Departure instructions vary depending on the aerodrome that is being controlled. Most departures are listed in the aerodrome handbooks however when in doubt standard noise abatement should be used.

Departure instructions are obtained from approach and then passed onto the aircraft by the tower controller.



When no approach controller is online standard noise abatement clearances should be issued in place of a proper departure clearance.

### EXAMPLE PHRASEOLOGY

With correct departure clearance issued by approach.

Transmitter	Phraseology
Pilot	Stourton Tower, BIGJET 347, ready for departure
ATC	BIGJET 347, Stourton Tower, after departure climb straight ahead until passing altitude 2500 feet
Pilot	After departure climb straight ahead until passing altitude 2500 feet, BIGJET 347

Standard noise abatement.

Transmitter	Phraseology
Pilot	Stourton Tower, BIGJET 347, ready for departure
ATC	BIGJET 347, Birmingham Tower, after departure fly standard noise abatement then route track Honiley VOR to join the A1 airway
Pilot	After departure fly standard noise abatement then route track Honiley VOR to join the A1 airway, BIGJET 347

You may find the standard noise abatement procedures in the relevant country AIP.