

# Non Standard IFR Clearance

**When no SID, or aircraft is unable to follow SID, a non-standard clearance must be issued.**

All non-standard clearance must be coordinated with APP or CTR unless specified in LAI

The clearance must contain:

## 6.3.2.3 CONTENTS

Standard clearances for departing aircraft shall contain the following items:

- a) aircraft identification;
- b) clearance limit, normally destination aerodrome;
- c) designator of the assigned SID, if applicable;
- d) cleared level;
- e) allocated SSR code;
- f) any other necessary instructions or information not contained in the SID description, e.g. instructions relating to change of frequency.

*Note 1. — See 6.3.2.4.1 for clearances to aircraft on SID.*

*Note 2. — The use of a SID designator without a cleared level does not authorize the aircraft to climb on the SID vertical profile.*

- Aircraft identification
  - Callsign
- Clearance limit
  - To destination aerodrome via either: **Flight planned route - WP then as filed - Radar vectors** (When issuing radar vectors, the entire trip will be via vectors only. Only issue this if specially coordinated with APP/CTR)
- Cleared Level
  - Initial climb

- Allocated SSR code
  - The squawk
- Other information
  - Any practical information i.e. other runway for departure than stated in ATIS, maintain runway heading, follow standard noise abatement...

Based on this a clearance out of EKRK could be:

*"OYDDA cleared to EDDH via MAXEL, KOPEX then as filed. Climb initially 5000 ft. level change en-route, squawk 1234"*

Or in EKYT:

*"SAS123 cleared to EKCH via TNO, climb FL120 level change en-route, squawk 1234. After departure runway 08L follow standard noise abatement procedure."*

Here TNO is the only WP in the flightplan, and only valid for EKCH & EKRK, hence no then as filed after the WP.

Or in EKAH:

*"RYR4EX cleared to Stansted via Flight Planed Route, climb FL060 expect level change en-route, squawk 1234."*

Or in EKEB (AFIS):

*"DTR1 Copenhagen Control clears you to EKCH via Flight Planned Route, Initial climb FL050 squawk 1234. After departure runway 26, right turn to ABINO."*

As EKEB is an AFIS the clearance has to go via the overlaying EKDK sector, hence the "*Copenhagen Control clears you to...*"

If an Aircraft wants to perform IFR Circuits a Non-std clearance must be issued as well. An example in EKCH, could be:

*"NSZ8938 cleared to Copenhagen via radar vectors, climb 3000 ft. squawk 1234. After departure maintain runway heading."*