

SESSION 30: ATC CLEARANCES — DEPARTURE PROCEDURES, VOID TIMES, AND RELEASE TIMES

1. A "clearance void time" issued at a non-towered airport means the pilot:

- A. Must be airborne by that time or the clearance is no longer valid
- B. Must land by that time
- C. Must cancel IFR by that time
- D. Must reach cruising altitude by that time

2. A "release time" in an IFR clearance specifies:

- A. The latest time the pilot may cancel IFR
- B. The time to switch to the tower frequency
- C. The earliest time the aircraft may depart
- D. The time the flight plan expires

3. A clearance reads "released for departure, clearance void if not off by 1530, time now 1518." The pilot must depart:

- A. By 1530, within the next 12 minutes
- B. Exactly at 1530
- C. Within 30 minutes of 1518
- D. Any time before the destination ETA

4. If a pilot does not depart before the clearance void time, they must:

- A. Depart anyway and advise ATC after takeoff
- B. Contact ATC to advise and obtain a new clearance and void time
- C. Wait exactly 30 minutes and depart automatically
- D. Continue VFR until reaching cruising altitude

5. A clearance void time is typically accompanied by an instruction to:

- A. Land at the nearest airport if not airborne
- B. Squawk 7600 if delayed
- C. Climb to the MEA immediately
- D. Contact ATC by a specified time if not off the ground

6. "Hold for release" in a clearance means the pilot:

- A. Must hold short of the runway for landing traffic
- B. May not depart IFR until ATC issues a release
- C. Must enter a holding pattern after departure
- D. Must hold the assigned altitude for ten minutes

7. At a non-towered airport without clearance delivery, a pilot most commonly obtains the IFR clearance by:

- A. Departing VFR and always picking it up airborne
- B. Filing a second flight plan after takeoff
- C. Phoning the controlling facility, or via an RCO/GCO
- D. Squawking 7600 to request it

8. Why does ATC issue a void time at a non-towered field?

- A. To provide a window for the departure and protect the airspace for other traffic if the aircraft does not depart
- B. To limit the flight to VFR conditions
- C. To establish the destination ETA
- D. To assign the transponder code

9. A pilot receives a clearance with a release time of 1645 and a void time of 1655. The pilot may depart:

- A. Any time before 1645
- B. Only exactly at 1655
- C. Before 1645 if traffic permits
- D. Between 1645 and 1655

10. A "departure release" obtained by phone at a non-towered field allows the pilot to:

- A. Land without further coordination
- B. Cancel the flight plan
- C. Depart IFR within the release/void window
- D. Climb above 18,000 feet automatically

11. If weather drops below takeoff personal minimums after receiving a clearance with a void time, the pilot should:

- A. Depart before the void time regardless
- B. Ignore the weather since the clearance is valid
- C. Not depart, and advise ATC, rather than launch into unsafe conditions
- D. Squawk 7700 and depart

12. A clearance "released for departure" without a specific void time generally means the pilot:

- A. Has unlimited time to depart
- B. Is cleared to depart and should do so in a timely manner per the release
- C. Must land within 30 minutes
- D. Must enter a hold after takeoff

13. When a pilot departs IFR from a non-towered field, the first action after becoming airborne is typically to:

- A. Contact departure/center on the assigned frequency as directed
- B. Cancel the IFR flight plan
- C. Squawk 1200
- D. Descend to the MOCA

14. A "clearance void if not off by" time that passes without the aircraft departing requires the pilot to:

- A. Depart and explain to ATC later
- B. Obtain a new clearance before departing IFR
- C. Continue under VFR indefinitely
- D. Re-file a new flight plan from scratch in all cases

15. ATC issues void times primarily at non-towered fields because:

- A. Towered fields never use IFR clearances
- B. The control tower handles all releases at towered fields
- C. Pilots at non-towered fields cannot copy clearances
- D. There is no tower to sequence the departure, so ATC must protect the airspace with a timed window

16. A pilot at a non-towered field who is "released for departure" should:

- A. Wait for the tower to clear the runway
- B. Squawk 7600 before departing
- C. Cancel the flight plan first
- D. Depart within the window, monitoring the CTAF for traffic, then contact ATC airborne

17. A release time of 1700 means the aircraft:

- A. Must land by 1700
- B. Must cancel IFR by 1700
- C. May not depart before 1700
- D. Must be at cruise altitude by 1700

18. A pilot unable to depart within the void window who fails to contact ATC creates a situation where:

- A. The clearance automatically extends
- B. ATC may initiate search-and-rescue or hold the airspace, expecting the aircraft to be airborne
- C. The flight plan is upgraded to priority
- D. The transponder code is reassigned automatically

19. A clearance obtained via a Remote Communications Outlet (RCO) allows the pilot to:

- A. Contact the destination tower directly
- B. Communicate with Flight Service or the controlling facility from the ground at a non-towered field
- C. Cancel IFR after landing
- D. Receive ATIS only

20. "Hold for release" differs from a "void time" in that hold for release:

- A. Requires a holding pattern after departure
- B. Sets the latest departure time
- C. Prohibits departure until a release is issued, while a void time sets the latest time to depart once released
- D. Applies only at towered airports

21. A pilot who receives "clearance void if not off by 2200, if not off by 2210 advise [facility] of intentions" must, if not airborne by 2200:

- A. Depart anyway before 2210
- B. Continue waiting indefinitely
- C. Squawk 7700 and depart
- D. Not depart on the void clearance, and contact the facility by 2210 with intentions

22. The purpose of the "advise intentions by" time accompanying a void time is to:

- A. Let ATC know the aircraft's status so the airspace can be managed
- B. Establish the destination ETA
- C. Assign a new transponder code
- D. Authorize a VFR departure

23. A pilot planning an IFR departure from a non-towered field should obtain the clearance:

- A. After takeoff in all cases
- B. Only from the destination tower
- C. After reaching cruising altitude
- D. Before departure, by phone or RCO/GCO, when no clearance delivery is available

24. A pilot who departs after the void time without a new clearance:

- A. Is operating legally as long as the flight plan is filed
- B. Has the original clearance automatically reinstated
- C. Has departed without a valid clearance, a serious deviation
- D. May continue IFR with no consequence

25. The fundamental purpose of void and release times is to:

- A. Replace the filed flight plan
- B. Eliminate the need for a transponder
- C. Determine the required fuel reserve
- D. Safely sequence and protect IFR departures, especially at non-towered fields without a tower to manage timing

ANSWER KEY & EXPLANATIONS – SESSION 30

1. A. Airborne by that time — A clearance void time means the pilot must be airborne by that time or the clearance is no longer valid.

2. C. Earliest departure — A release time specifies the earliest time the aircraft may depart.

3. A. By 1530 — "Void if not off by 1530, time now 1518" means depart within the next 12 minutes, by 1530.

4. B. Advise/re-clear — If not departed by the void time, the pilot must contact ATC to advise and obtain a new clearance and void time.

5. D. Contact-by time — A void time is typically accompanied by an instruction to contact ATC by a specified time if not airborne.

6. B. Not depart until released — "Hold for release" means the pilot may not depart IFR until ATC issues a release.

7. C. Phone/RCO/GCO — At a non-towered field without clearance delivery, the clearance is most commonly obtained by phone or RCO/GCO.

8. A. Protect airspace window — A void time provides a departure window and protects the airspace for other traffic if the aircraft does not depart.

9. D. Between 1645 and 1655 — With release 1645 and void 1655, the pilot may depart between those times.

10. C. Depart in window — A departure release allows the pilot to depart IFR within the release/void window.

11. C. Don't depart/advise — If weather drops below takeoff minimums, the pilot should not depart and should advise ATC rather than launch into unsafe conditions.

12. B. Depart timely — "Released for departure" without a specific void time means cleared to depart, to be done in a timely manner per the release.

13. A. Contact ATC airborne — After departing IFR from a non-towered field, the first action is typically to contact departure/center on the assigned frequency.

14. B. New clearance — A passed void time requires obtaining a new clearance before departing IFR.

15. D. No tower to sequence — Void times are used at non-towered fields because there is no tower to sequence the departure, so ATC protects the airspace with a timed window.

16. D. Depart in window/monitor CTAF — A released pilot at a non-towered field departs within the window, monitoring CTAF, then contacts ATC airborne.

17. C. Not before 1700 — A release time of 1700 means the aircraft may not depart before 1700.

18. B. Airspace held/SAR — Failing to contact ATC after the void window may lead ATC to hold the airspace or initiate search-and-rescue, expecting the aircraft to be airborne.

19. B. Ground comm at non-towered field — An RCO lets the pilot communicate with Flight Service or the controlling facility from the ground at a non-towered field.

20. C. Hold-for-release vs. void — "Hold for release" prohibits departure until released, while a void time sets the latest time to depart once released.

21. D. Don't depart/advise by 2210 — If not off by 2200, the pilot does not depart on the void clearance and contacts the facility by 2210 with intentions.

22. A. Manage airspace — The "advise intentions by" time lets ATC know the aircraft's status so the airspace can be managed.

23. D. Before departure by phone/RCO — At a non-towered field without clearance delivery, the clearance is obtained before departure by phone or RCO/GCO.

24. C. No valid clearance — Departing after the void time without a new clearance means departing without a valid clearance, a serious deviation.

25. D. Sequence/protect departures — The purpose of void and release times is to safely sequence and protect IFR departures, especially at non-towered fields.