

FAASTeam presents:

Void If Not Off By - Instrument Departures from Untowered Airports

It can be a lengthy ritual, but we're used to it. Contact Clearance Delivery for your IFR clearance, then talk with ground for taxi, tower for takeoff, before ultimately being connected to Departure or Center and nestled into the protected space made for your airplane on your IFR flight. Departing from a towered airport is straightforward.

But what if there is no operating tower? How do you get from the ground to the enroute system safely? Who do you call? Should you depart VFR and pick up the IFR clearance aloft? What procedure protects you and your passengers in the time prior to receiving full ATC radar services?

Ben Taber, popular guest lecturer and Dreamline Aviation check airman and training captain, takes us on another journey into IFR procedures with this exciting lecture. He will discuss various ways a pilot can pick up an IFR clearance while on the ground at an untowered airport. We will unravel the coded phrase "Void if not off...", and we will discover some rarely heard ATC clearances. He will explain the "through" clearance and when it can be useful. We will talk about what to do when departing with a Standard Instrument Departure

Event Details

Wed, Apr 20, 2016 - 19:00 PST

San Carlos Flight Center

655 Skyway Road

Suite 215

San Carlos, CA 94070



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Select #: WP1568352

Representative Jonathan Slocum

(SID), what to do without a SID, and how to operate in and out of airports with no ground-based communication possibilities at all.

Although this may sound like arcane IFR information, it can save your life someday. IFR from untowered airports happens more often than you might think. Even our favorite local airports become untowered outside of tower operating hours, so this important topic is directly relevant to pilots operating from local Bay Area airports. Bennett Taber is a check airman and training captain with over 20 years and 12,000 hours of air charter experience throughout the western United States. His first 500 hours of flying were conducted in Alaska. Mr. Taber manages flight operations and charter sales for Dreamline Aviation in the San Francisco Bay Area and is a Dreamline Training Captain in Beech King Air aircraft.

Directions: Pilots who fly in should park in transient parking on the opposite side of the field and expect to walk about 10 minutes (.5 mile) to the Flight Center. Suite 215 is upstairs in the northwest corner. On occasion, rides may be prearranged through San Carlos Aviation and Supply.

A message from the National FAASafety Team Manager

Invite a fellow pilot to the next WINGS Safety Seminar in your area.

Sign up for the FAA's safety services at www.FAASafety.gov!

The FAA Safety Team (FAASafety Team) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the "Contact Information" area of the meeting/event notice. Note that two weeks is usually required to arrange services.