CHANGES TO SID/STAR PHRASEOLOGIES

Background

Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) provide a safe and efficient way of prescribing a large amount of information through procedure design. Both depict the lateral profile of an instrument departure or arrival route and the level and speed restrictions along it.

SID/STAR phraseology allows ATC and aircrew to communicate and understand detailed clearance information that would otherwise require long and potentially complex transmissions.

Over time, these benefits have been eroded through the development of non-harmonised practices and different meanings being attached to certain elements of SID/STAR phraseology. Consequently, there may be a mismatch between ATC and aircrew expectations when SID/STAR phraseology is used, and what certain terms may mean. This presents a safety risk that requires a renewed effort to adopt harmonised SID/STAR phraseology.

The reason for the Changes

The purposes of this change are to:

- provide core phraseology that positively reinforces that the lateral, vertical and speed requirements embedded in a SID or STAR will continue to apply, unless explicitly cancelled or amended by the controller;
- provide supplementary phraseology that enables any level and/or speed restrictions as local circumstances, practice or procedures permit;
- harmonise through appropriate phraseology the means by which aircraft must be cleared where variations to the lateral profile are required, such as where waypoints along the procedure are bypassed.

The core phraseologies are:

- CLIMB VIA SID TO (level)
- DESCEND VIA STAR TO (level)

These require the aircraft to:

1. Climb/descend to the cleared level in accordance with published level restrictions;
2. Follow the lateral profile of the procedure; and
3. Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

Phraseologies for removal of speed or level restrictions:

- CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S)
- DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s))

These phraseologies mean that:

1. The lateral profile of the procedure continue to apply and
2. Speed or level restrictions which have not been referred to will continue to apply.

Phraseologies for variations to lateral profile of the SID/STAR:

- PROCEED DIRECT (waypoint), or
- VECTORING

These phraseologies mean that:

Speed and level restrictions associated with the bypassed waypoints are cancelled.

Phraseology to return to SID/STAR:

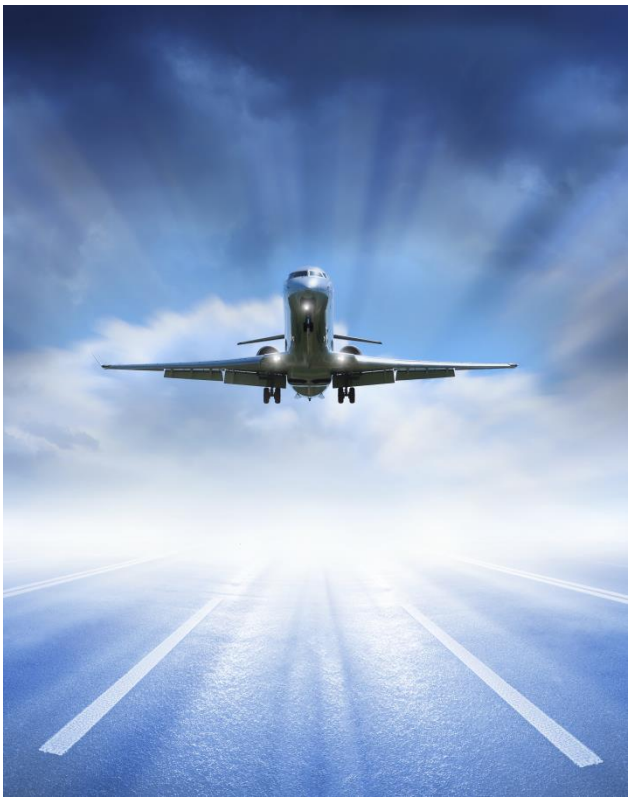
- REJOIN SID/STAR

This phraseology means that:

Speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

CHANGES TO SID/STAR PHRASEOLOGIES

What doesn't change



- Use of CANCEL SPEED RESTRICTION applies only to the speed restrictions associated with the SID or STAR procedure. It **does not** cancel other speed restrictions such as the speed limits detailed at ICAO Annex 11 Chapter 2 and Appendix 4.
- The requirement for a QNH altimeter setting to be included in the descent clearance when first cleared to an altitude below the transition level, except when it is known that the aircraft has already received the information (PANS-ATM 4.10.4.5 refers), **does not change**.
- The terrain clearance responsibilities prescribed in ICAO Doc 4444 (PANS-ATM) 8.6.5.2 **do not change**.
- The requirement in ICAO Annex 10 for the highest standard of discipline to be applied to all communications at all times **does not change**.
- And finally, while pilots and ATS providers are expected to comply with the revised phraseology, in unusual or unforeseen circumstances it may not be possible to apply the phraseology as intended. Should this happen, pilots and ATS personnel are still expected to use plain language, **which must be as clear and concise as possible**.

Further information may be found in:

www.icao.int/airnavigation/sidstar/Pages/default.aspx