



*International Civil Aviation Organization*

**The Fourth Meeting of the APANPIRG ATM Sub-Group  
(ATM /SG/4)**

Bangkok, Thailand, 04-08 July 2016

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**Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)**

**SID STAR NEW PROCEDURE AND PHRASEOLOGY**

(Presented by ICAO)

**SUMMARY**

This paper presents an overview of the new procedures for SID/STAR as included in the amendment for PANS ATM applicable 30 November 2016. This Flimsy should be read in conjunction with ATM/SG/4/WP15.

**1. INTRODUCTION**

2.1 The Air Navigation Commission approved an amendment to PANS-ATM related to SID and STAR during its 200th session and agreed that the proposal should become applicable on 10 November 2016.

2.2 The amendment to SID and STAR procedures addresses the difficulties reported by several States, Air Navigation Services Providers and aircraft operators on the application of existing PANS provisions, most notably with the issue of the applicability of published level or speed restrictions.

2.3 The amendment will bring significant changes to current practices and will, consequently, rely on training to be implemented. What is more, worldwide consistency in the use of the new procedure will be key to ensure that flight crews are always given unambiguous instructions relating to SID and STAR. In that light, a significant implementation support plan is being designed, to ensure that all the appropriate stakeholders receive the necessary information. Of paramount importance will be the training of air traffic controllers and flight crews worldwide.

2.4 The ICAO Secretariat will support global harmonized implementation by means of a comprehensive awareness campaign, in coordination with, but not limited to, the Civil Air Navigation Services Organisation (CANSO), the International Council of Aircraft Owner and Pilot Associations (IAOPA), the International Air Transport Association (IATA), the International Business Aviation Council (IBAC), the International Federation of Airline Pilots' Associations (IFALPA) and the International Federation of Air Traffic Controllers' Associations (IFATCA). This extensive effort will be directly supported by all ICAO regional offices where the progress of States to which they are accredited can be monitored and direct assistance provided as necessary.

2.5 The present information paper forms an integral plan of the roll out plan designed to support the implementation of new SID/STAR procedures.

## 2. DISCUSSION

### Problem Statement

2.1 Variations in the application of procedures related to arrival and departure generated confusion among pilots and controllers with regards to the applicability of speed and level restrictions associated to SID and STAR. This led to inconsistencies, generated increased misunderstandings and became a safety concern among pilots and controllers worldwide.

### Objectives and principles

2.2 The established solution was designed to provide the aircraft with explicit indications with regards to what is expected in terms of speed and level at all times.

2.3 The new provisions abide by a set of key principles, established to ensure global applicability and coherency of the retained solution. The solution:

- a) uses phraseology that is short, unambiguous and as sharp as possible;
- b) is global, and can be implemented worldwide;
- c) takes due consideration of the work already undertaken by various States and international organizations;
- d) comes in a timely manner;
- e) is applicable with a minimal training curve;
- f) does not contradict established phraseologies that have been in place for a significant amount of time;
- g) meets the requirements laid out in the scenarios that were used in State letter 13/2.5-12/25;
- h) clarifies ancillary issues, such as vectoring, training, rejoin, terrain, speed issues, identification of poor elements of design within the procedures;
- i) covers the entire scope of the SID and STAR use, from early arrival information to touch down or from initial departure to the last SID level;
- j) is identical for SID and STAR; and
- k) is consistent with ICAO taxonomy for the depiction of levels in SID/STAR.

### Summary of the Proposal

2.4 The new procedure relies on the use of key phraseology (CLIMB VIA / DESCEND VIA) to explicitly indicate to pilots and flight crews if they should abide by speed and level restrictions associated to a given procedure. Specific phraseology are introduced to instruct an aircraft to cancel level and speed restriction, as well as to instruct an aircraft to leave and rejoin a procedure.

2.5 Of significance is the fact that the procedure relies on explicit indications as much as possible. While this may seem to generate extra exchanges on the frequency, it is necessary to ensure permanent consistency. On the other hand, when applied with well-designed procedures, it is in fact likely to lower the number of instructions given to an aircraft.

2.6 The amendments to PANS-ATM (Doc4444) can be found in Attachment A. They should be considered with due consideration to the fact that they have not yet been approved by the President of the Council.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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**ATTACHEMENT A TO IP APAC ATM/SG/4**  
**AMENDMENT TO THE PANS ATM RELATED TO SID STAR**  
**NOTES ON THE PRESENTATION OF THE PROPOSED**  
**AMENDMENT**

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it~~  
followed by the replacement text which is highlighted with grey shading.

new text to replace existing text

**AMENDMENT TO**

**PROCEDURES FOR**

**AIR NAVIGATION SERVICES**

**AIR TRAFFIC MANAGEMENT**

**INITIAL PROPOSAL 1**

**Chapter 4**

**GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES**

**4.5.7 Description of air traffic control clearances**

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**4.5.7.2 ROUTE OF FLIGHT**

4.5.7.2.1 The route of flight shall be detailed in each clearance when deemed necessary. The phrase “cleared ~~via~~ flight planned route” may be used to describe any route or portion thereof, provided the route or portion thereof is identical to that filed in the flight plan and sufficient routing details are given to definitely establish the aircraft on its route. The phrases “cleared ~~via~~ (designation) departure” or “cleared ~~via~~ (designation) arrival” may be used when standard departure or arrival routes have been established by the appropriate ATS authority and published in Aeronautical Information Publications (AIPs).

*Note.— See 6.3.2.3 pertaining to standard clearances for departing aircraft and 6.5.2.3 pertaining to standard clearances for arriving aircraft.*

4.5.7.2.2 The phrase “cleared ~~via~~ flight planned route” shall not be used when granting a re-clearance.

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**Rationale :**

The term VIA will be used in SID and STAR to indicate that flight crew are expected to follow the procedure.

The use of the expression “cleared via flight planned route” is replaced by the expression “cleared flight planned route” to ensure that “via” is associated with instructions to follow a procedure and abide by all restrictions entailed.

## INITIAL PROPOSAL 2

### 4.6 HORIZONTAL SPEED CONTROL INSTRUCTIONS

#### 4.6.1 General

4.6.1.1 In order to facilitate a safe and orderly flow of traffic, aircraft may, subject to conditions specified by the appropriate authority, be instructed to adjust speed in a specified manner. Flight crews should be given adequate notice of planned speed control.

*Note 1.— Application of speed control over a long period of time may affect aircraft fuel reserves.*

*Note 2.— Provisions concerning longitudinal separation using the Mach number technique are contained in Chapter 5, Separation Methods and Minima.*

4.6.1.2 Speed control instructions shall remain in effect unless explicitly cancelled or amended by the controller.

*Note.— Cancellation of any speed control instruction does not relieve the flight crew of compliance with speed limitations associated with airspace classifications as specified in Annex 11 — Air Traffic Services, Appendix 4.*

4.6.1.23 Speed control shall not be applied to aircraft entering or established in a holding pattern.

4.6.1.34 Speed adjustments should be limited to those necessary to establish and/or maintain a desired separation minimum or spacing. Instructions involving frequent changes of speed, including alternate speed increases and decreases, should be avoided.

4.6.1.45 The flight crew shall inform the ATC unit concerned if at any time they are unable to comply with a speed instruction. In such cases, the controller shall apply an alternative method to achieve the desired spacing between the aircraft concerned.

4.6.1.56 At levels at or above 7 600 m (FL 250), speed adjustments should be expressed in multiples of 0.01 Mach; at levels below 7 600 m (FL 250), speed adjustments should be expressed in multiples of 20 km/h (10 kt) based on indicated airspeed (IAS).

*Note 1.— Mach 0.01 equals approximately 11 km/h (6 kt) IAS at higher flight levels.*

*Note 2.— When an aircraft is heavily loaded and at a high level, its ability to change speed may, in cases, be very limited.*

4.6.1.67 Aircraft shall be advised when a speed control restriction is no longer required.

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**Rationale:**

The provision clarifies that speed restrictions must be explicitly cancelled, and that speed limitations associated to airspace classification remain in effect.

**INITIAL PROPOSAL 3**

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**4.6.4 SID and STAR**

The flight crew shall comply with published SID and STAR speed restrictions unless the restrictions are explicitly cancelled or amended by the controller.

*Note 1.— Some SID and STAR speed restrictions ensure containment with RNAV departure or arrival procedure (e.g. maximum speed associated with a constant radius arc to a fix (RF) leg).*

*Note 2.— See 6.3.2.4 pertaining to clearances on a SID and 6.5.2.4 pertaining to clearances on a STAR.*

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**Rationale:**

Establishes a clear systematic baseline situation related to speed instructions.

**INITIAL PROPOSAL 4**

**Chapter 6**

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**6.3.2 Standard clearances for departing aircraft**

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**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) ~~initial cleared level except when this element is included in the SID description;~~
- 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.*

**Rationale:**

The term “cleared level” leaves no ambiguity with regard to the level that is to be climbed to while the term “initial” carried a meaning that could, in the context of SID and STAR, generate confusion.

The deletion of the mention “except when this element is included in the SID description” ensures that adherence to SID/STAR does not rely on any subsequent charting requirements.

**INITIAL PROPOSAL 5**

**6.3.2.4 CLIMB CLEARANCES ABOVE LEVELS SPECIFIED IN ON A SID**

*Note.— See also 11.4.2.6.2.5.*

~~6.3.2.4.1 When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in a SID, the aircraft shall follow the published vertical profile of a SID, unless such restrictions are explicitly cancelled by ATC. Clearances to aircraft on a SID with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following phraseologies shall be used with the following meanings:~~

- a) CLIMB VIA SID TO (*level*):
  - i) climb to the cleared level and comply with published level restrictions;
  - ii) follow the lateral profile of the SID; and



- iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
- b) CLIMB VIA SID TO (*level*), CANCEL LEVEL RESTRICTION(S):
  - i) climb to the cleared level, published level restrictions are cancelled;
  - ii) follow the lateral profile of the SID; and
  - iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
- c) CLIMB VIA SID TO (*level*), CANCEL LEVEL RESTRICTION(S) AT (*point(s)*):
  - i) climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled;
  - ii) follow the lateral profile of the SID; and
  - iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.
- d) CLIMB VIA SID TO (*level*), CANCEL SPEED RESTRICTION(S):
  - i) climb to the cleared level and comply with published level restrictions;
  - ii) follow the lateral profile of the SID; and
  - iii) published speed restrictions and ATC-issued speed control instructions are cancelled.
- e) CLIMB VIA SID TO (*level*), CANCEL SPEED RESTRICTION(S) AT (*point(s)*):
  - i) climb to the cleared level and comply with published level restrictions;
  - ii) follow the lateral profile of the SID; and
  - iii) published speed restrictions are cancelled at the specified point(s).
- f) CLIMB UNRESTRICTED TO (*level*) or CLIMB TO (*level*), CANCEL LEVEL AND SPEED RESTRICTION(S):
  - i) climb to the cleared level, published level restrictions are cancelled;
  - ii) follow the lateral profile of the SID; and
  - iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

6.3.2.4.2 If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB TO (*level*) should be used.

6.3.2.4.3 When subsequent speed restriction instructions are issued, and if the cleared level is unchanged, the phrase CLIMB VIA SID TO (*level*) should be omitted.

**Rationale:**

The procedure describes all possible instructions that should be communicated to an aircraft on a SID, with a description of all associated actions from the flight crew. The procedure relies on explicit instructions, insofar as ATC will always specify if restrictions apply or not.

**INITIAL PROPOSAL 6**

6.3.2.4.4 When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

**Rationale:**

This provision clarifies that speed and level restrictions associated to bypassed waypoints are cancelled when the aircraft is cleared to proceed direct to a published waypoint on the SID.

**INITIAL PROPOSAL 7**

6.3.2.4.5 When a departing aircraft is vectored or cleared to proceed to a point that is not on the SID, all the published speed and level restrictions of the SID are cancelled and the controller shall:

- a) reiterate the cleared level;
- b) provide speed and level restrictions as necessary; and
- c) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID.

*Note.*— See also 8.6.5.2 regarding prescribed obstacle clearance.

6.3.2.4.6 ATC instructions to an aircraft to rejoin a SID shall include:

- a) the designator of the SID to be rejoined unless advance notification of rejoin has been provided in accordance with 6.3.2.4.5;
- b) the cleared level in accordance with 6.3.2.4.1; and
- c) the position at which it is expected to rejoin the SID.

*Note.— See 12.3.3.1 for phraseology on rejoin instructions.*

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**Rationale:**

This provision clarifies the applicability of restrictions in case of direct clearance to a point not located on the SID.

Flight crews should be informed, when practicable, that they may be expected to rejoin the SID as this was found to be of significance to support the flight management system (FMS) operation.

The phraseology to be used to instruct an aircraft to rejoin a SID is listed in Chapter 12 and is consistent with the controller-pilot data link communications (CPDLC) message set.

**INITIAL PROPOSAL 8**

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**6.3.2.5 COMMUNICATION FAILURE**

6.3.2.5.1 Clearances for departing aircraft may specify ~~an initial or intermediate~~ a cleared level other than that indicated in the filed flight plan for the en-route phase of flight, without a time or geographical limit for the ~~initial~~ cleared level. Such clearances will normally be used to facilitate the application of tactical control methods by ATC, normally through the use of an ATS surveillance system.

6.3.2.5.2 Where clearances for departing aircraft containing no time or geographical limit for ~~an initial or intermediate level~~ a cleared level are utilized, action to be taken by an aircraft experiencing air-ground communication failure in the event the aircraft has been radar vectored away from the route specified in its current flight plan should be prescribed on the basis of a regional air navigation agreement and included in the SID description or published in AIPs.

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**Rationale:**

The terms initial/intermediate levels generate possible confusion as they are not related to initial/intermediate phases of approach. The term “cleared level” is proposed for consistent use in the SID/STAR context.

## INITIAL PROPOSAL 9

### 6.5.2 Standard clearances for arriving aircraft

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#### 6.5.2.3 CONTENTS

Standard clearances for arriving aircraft shall contain the following items:

- a) aircraft identification;
- b) designator of the assigned STAR if applicable;
- c) runway-in-use, except when part of the STAR description;
- d) ~~initial cleared level, except when this element is included in the STAR description;~~ and
- e) any other necessary instructions or information not contained in the STAR description, e.g. change of communications.

*Note 1.— See 6.5.2.4.1 for clearances on a STAR.*

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

#### **Rationale:**

The term “cleared level” leaves no ambiguity with regards to the level that is to be descended to while the term “initial” carried a meaning that could, in the context of SID and STAR, generate confusion.

The deletion of the mention “except when this element is included in the STAR description” ensures that adherence to SID/STAR does not rely on any subsequent charting requirements.

## INITIAL PROPOSAL 10

### 6.5.2.4 ~~DESCENT BELOW LEVELS SPECIFIED IN A STAR~~ CLEARANCES ON A STAR

*Note.— See also 11.4.2.6.2.5.*

~~When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the level(s) specified in a STAR, the aircraft shall follow the published vertical profile of a STAR, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be applied.~~

6.5.2.4.1 Clearances to aircraft on a STAR with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following phraseologies shall be used with the following meaning:

a) DESCEND VIA STAR TO (*level*):

i) descend to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the STAR; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

b) DESCEND VIA STAR TO (*level*), CANCEL LEVEL RESTRICTION(S):

i) descend to the cleared level, published level restrictions are cancelled;

ii) follow the lateral profile of the STAR; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

c) DESCEND VIA STAR TO (*level*), CANCEL LEVEL RESTRICTION(S) AT (*point(s)*):

i) descend to the cleared level, published level restriction(s) at the specified point(s) are cancelled;

ii) follow the lateral profile of the STAR; and

iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

d) DESCEND VIA STAR TO (*level*), CANCEL SPEED RESTRICTION(S):

i) descend to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the STAR; and

iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

e) DESCEND VIA STAR TO (*level*), CANCEL SPEED RESTRICTION(S) AT (*point(s)*):

i) descend to the cleared level and comply with published level restrictions;

ii) follow the lateral profile of the STAR; and

iii) published speed restrictions are cancelled at the specified point(s).

f) DESCEND UNRESTRICTED TO (*level*) or DESCEND TO (*level*),  
CANCEL LEVEL AND SPEED RESTRICTION(S):

i) descend to the cleared level, published level restrictions are cancelled;

ii) follow the lateral profile of the STAR; and

iii) published speed restrictions and ATC-issued speed control instructions are cancelled.

6.5.2.4.2 If there are no remaining published level or speed restrictions on the STAR, the phrase DESCEND TO (*level*) should be used.

6.5.2.4.3 When subsequent speed restriction instructions are issued and if the cleared level is unchanged, the phrase DESCEND VIA STAR TO (*level*) should be omitted.

**Rationale:**

The procedure describes all possible instructions that should be communicated to an aircraft on a STAR, with a description of all associated actions from the flight crew.

The procedure relies on explicit instructions, insofar as ATC will always specify if restrictions apply or not.

**INITIAL PROPOSAL 11**

6.5.2.4.4 When an arriving aircraft is cleared to proceed direct to a published waypoint on the STAR, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

**Rationale:**

This proposal clarifies that speed and level restrictions associated with bypassed waypoints are cancelled when the aircraft is cleared to proceed direct to a published waypoint on the STAR.

**INITIAL PROPOSAL 12**

6.5.2.4.5 When an arriving aircraft is vectored or cleared to proceed to a point that is not on the STAR, all the published speed and level restrictions of the STAR are cancelled and the controller shall:

a) reiterate the cleared level;

b) provide speed and level restrictions as necessary and;

- c) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the STAR.

*Note.— See 8.6.5.2 regarding prescribed obstacle clearance.*

6.5.2.4.6 ATC instructions to an aircraft to rejoin a STAR shall include:

- a) the designator of the STAR to be rejoined, unless advance notification of rejoin has been provided in accordance with 6.5.2.4.5;
- b) the cleared level on rejoining the STAR in accordance with 6.5.2.4.1; and
- c) the position at which it is expected to rejoin the STAR.

*Note.— See 12.3.3.2 for phraseology on rejoin instructions.*

...

**Rationale:**

This proposal clarifies the applicability of restrictions in case of direct to a point not located on the STAR.

Flight crew should be informed, where practicable, that they may be expected to rejoin as this was found to be of significance to support FMS operations.

The phraseology to be used to indicate a rejoin is listed in Chapter 12 and is consistent with the CPDLC message set.

**INITIAL PROPOSAL 13**

**12.3 ATC PHRASEOLOGIES**

**12.3.1 General**

	<i>Circumstances</i>	<i>Phraseologies</i>
12.3.1.2	LEVEL CHANGES, REPORTS AND RATES	
	...	...
	<del>... clearance to cancel level restriction(s) of the vertical profile of a SID during climb</del>	<del>z) CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED];</del>

*Circumstances*

*Phraseologies*

~~... clearance to cancel level restriction(s) of the vertical profile of a STAR during descent~~

~~aa) — DESCEND TO (*level*) [LEVEL RESTRICTION(S) (*STAR designator*) CANCELLED (*or*) LEVEL RESTRICTION(S) (*STAR designator*) AT (*point*) CANCELLED].~~

... clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable.

z) CLIMB VIA SID TO (*level*)

... clearance to cancel level restriction(s) of the vertical profile of a SID during climb

aa) [CLIMB VIA SID TO (*level*)], CANCEL LEVEL RESTRICTION(S)

... clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb

bb) [CLIMB VIA SID TO (*level*)], CANCEL LEVEL RESTRICTION(S) AT (*point(s)*)

... clearance to cancel speed restrictions of a SID during climb

cc) [CLIMB VIA SID TO (*level*)], CANCEL SPEED RESTRICTION(S)

... clearance to cancel specific speed restrictions of a SID during climb

dd) [CLIMB VIA SID TO (*level*)], CANCEL SPEED RESTRICTION(S) AT (*point(s)*)

... clearance to climb and to cancel speed and level restrictions of a SID

ee) CLIMB UNRESTRICTED TO (*level*) (*or*) CLIMB TO (*level*), CANCEL LEVEL AND SPEED RESTRICTIONS

... clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions.

ff) DESCEND VIA STAR TO (*level*)

... clearance to cancel level restrictions of a STAR during descent

gg) [DESCEND VIA STAR TO (*level*)], CANCEL LEVEL RESTRICTION(S)



<i>Circumstances</i>		<i>Phraseologies</i>
<p>... clearance to cancel specific level restrictions of a STAR during descent</p>		hh) [DESCEND VIA STAR TO <i>(level)</i> ], CANCEL LEVEL RESTRICTION(S) AT <i>(point(s))</i>
<p>... clearance to cancel speed restrictions of a STAR during descent</p>		ii) [DESCEND VIA STAR TO <i>(level)</i> ], CANCEL SPEED RESTRICTION(S)
<p>... clearance to cancel specific speed restrictions of a STAR during descent</p>		jj) [DESCEND VIA STAR TO <i>(level)</i> ], CANCEL SPEED RESTRICTION(S) AT <i>(point(s))</i>
<p>... clearance to descend and to cancel speed and level restrictions of a STAR</p>		kk) DESCEND UNRESTRICTED TO <i>(level)</i> or DESCEND TO <i>(level)</i> , CANCEL LEVEL AND SPEED RESTRICTIONS
...	...	...
12.3.2.2	INDICATION OF ROUTE AND CLEARANCE LIMIT	<p>...</p> <p>3) <del>VIA</del> FLIGHT PLANNED ROUTE;</p> <p style="text-align: center;"><i>Note.— Conditions associated with the use of this phrase are in Chapter 4, 4.5.7.2.</i></p> <p>...</p>
...	...	...
12.3.3.1	DEPARTURE INSTRUCTIONS	<p>...</p> <p>f) CLEARED <del>VIA</del> <i>(designation)</i> DEPARTURE.</p> <p style="text-align: center;"><i>Note.— Conditions associated with the use of this phrase are in Chapter 4, 4.5.7.2.</i></p> <p>g) CLEARED DIRECT <i>(waypoint)</i>, CLIMB TO <i>(level)</i>, EXPECT TO REJOIN SID [<i>(sid designator)</i>] [AT <i>(waypoint)</i>]</p> <p style="text-align: center;"><i>then</i></p> <p style="text-align: center;">REJOIN SID [<i>(sid designator)</i>] [AT <i>(waypoint)</i>]</p> <p>h) CLEARED DIRECT <i>(waypoint)</i>, CLIMB TO <i>(level)</i></p> <p style="text-align: center;"><i>then</i></p> <p style="text-align: center;">REJOIN SID <i>(sid designator)</i> AT <i>(waypoint)</i></p>
<p>...clearance to proceed direct with advance notice of a future instruction to rejoin the SID</p>		

<i>Circumstances</i>	<i>Phraseologies</i>
12.3.3.2 APPROACH INSTRUCTIONS	<ul style="list-style-type: none"> <li>a) CLEARED <del>VIA</del> (<i>designation</i>) ARRIVAL;</li> <li>b) CLEARED TO (<i>clearance limit</i>) <del>VIA</del> (<i>designation</i>)</li> <li>c) CLEARED (or PROCEED) <del>VIA</del> (<i>details of the route to be followed</i>)</li> <li>d) CLEARED DIRECT (<i>waypoint</i>), DESCEND TO (<i>level</i>), EXPECT TO REJOIN STAR [(<i>star designator</i>)] AT (<i>waypoint</i>) <i>then</i> REJOIN STAR [(<i>star designator</i>)] [AT (<i>waypoint</i>)]</li> <li>e) CLEARED DIRECT (<i>waypoint</i>), DESCEND TO (<i>level</i>) <i>then</i> REJOIN STAR (<i>star designator</i>) AT (<i>waypoint</i>)</li> <li>Ⓧf) CLEARED (<i>type of approach</i>) APPROACH [RUNWAY (<i>number</i>)];</li> </ul>
... ...clearance to proceed direct with advance notice of a future instruction to rejoin the STAR	<hr/> <p><i>Editorial Note.</i>— Subsequent bullets to be renumbered accordingly.</p> <p>...</p>
12.4.1.6 SPEED CONTROL	<ul style="list-style-type: none"> <li>...</li> <li>k) RESUME PUBLISHED SPEED</li> <li>Ⓧl) NO [ATC] SPEED RESTRICTIONS</li> </ul>

**Rationale:**  
Proposed inclusion of the complete set of phraseology related to SID/STAR. The use of the term “VIA” is found to be consistent in all instances but for the use of “Via flight planned route”. It is therefore only removed in that situation.

**INITIAL PROPOSAL 14**

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### 15.3 AIR-GROUND COMMUNICATIONS FAILURE

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*Note 4.— See also Chapter 6, 6.3.2.5, concerning departure clearances containing no geographical or time limit for ~~an initial~~ cleared level below the flight planned level and procedures to be applied in relation to an aircraft experiencing air-ground communication failure under such circumstances.*

...

**Rationale:**

The amended provision is now consistent with the wording used in SID/STAR (use of “cleared level” instead of “initial”).

— — — — —  
— — — — —  
END —