

**Applicability: All AOC Holders**

**STANDARD INSTRUMENT DEPARTURE (SID) AND STANDARD ARRIVAL (STAR) CLIMB AND DESCENT PROCEDURES AND PHRASEOLOGY**

**1 Introduction**

- 1.1 A recent change to ICAO Doc 4444 (PANS-ATM) introduced new procedures and phraseology associated with climb and descent instructions issued to aircraft following a SID or a STAR.
- 1.2 The purpose of this FODCOM is to inform operators how the CAA intends to implement these new ICAO procedures.

**2 Current UK Practice**

- 2.1 When amending a clearance, it is current UK practice that the new clearance shall automatically cancel the previous clearance, in particular the minimum and maximum level restrictions associated with a SID.
- 2.2 Levels to be flown on STARs are as directed by Air Traffic Control (ATC), although the relevant charts contain level information for planning purposes.

**3 New UK Procedures and Phraseology**

**3.1 SIDs**

- 3.1.1 Under the new procedures, when a departing aircraft is cleared to climb above the initially cleared level or the levels specified in a SID, the aircraft shall still follow the published vertical profile of the SID unless such restrictions are explicitly cancelled by ATC.
- 3.1.2 Consequently, when the aircraft is required to follow the published vertical profile of the SID the new UK phraseology is:

**“Callsign, climb FLXXX”,**

e.g. “JET123, climb FL100”.

In this example, assuming an upper SID level below FL100, the pilot will follow the published vertical profile of the SID and, only after passing the end of the SID, commence a climb to FL100.

- 3.1.3 However, when the aircraft is required to climb immediately to a level above the final level on the SID, or above the initially cleared level if this is below the SID upper level, the phraseology is:

**“Callsign, climb FLXXX, SID level restrictions cancelled”,**

e.g. “JET123, climb FL100, SID level restrictions cancelled”.

In this example, assuming an upper SID level below FL100, the pilot will climb directly to FL100 without reference to any part of the published vertical profile of the SID including any minimum height requirements.

- 3.1.4 If instructions are issued that change an aircraft’s SID route (e.g. placing the aircraft on a heading), the SID’s vertical constraints are automatically cancelled. Therefore the controller will state the vertical profile to be followed.

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## 3.2 STARS

- 3.2.1 Procedures and phraseology for level restrictions on STARS are likely to be reviewed after the introduction of Precision Area Navigation (P-RNAV) STARS. While most States are expected to introduce the STAR procedures in line with the new ICAO material, the UK has taken the decision not to implement them until P-RNAV STARS are introduced.

## 4 Timescale

- 4.1 The changes will take effect in the UK on 12 March 2009.

## 5 Operators' Responsibilities

- 5.1 These procedures represent a significant change to the way crews are expected to respond to climb/descend instructions whilst following a SID or a STAR. There is a potential for confusion, which will have flight safety implications if these new procedures are not followed correctly. Operators should ensure that company Standard Operating Procedures (SOPs) are updated, and crews are adequately briefed and appropriately trained before the effective date. Training personnel should be given guidance on how these changes are to be incorporated into training programmes with particular reference to the correct simulation of ATC phraseology.
- 5.2 It is acknowledged that there may not be sufficient time to ensure that all crews have received the practical training identified as desirable before the effective date of the change. Therefore, the initial emphasis should be on a full briefing of the implications of the change for procedures, particularly those involving setting the selected altitude or level. Any required practical training should be accomplished as soon as possible thereafter.
- 5.3 Operators flying to destinations outside the UK should ensure that crews are aware of States whose SID/STAR ATC phraseology does not conform to ICAO Doc 4444.

## 6 Recommendation

- 6.1 **Operators should ensure that their crews are appropriately briefed about and trained in the changes to SID/STAR procedures and phraseology and that their guidance is amended accordingly.**

## 7 Queries

- 7.1 Any queries as a result of this FODCOM should be addressed to Head of Flight Operations Policy Department at the following e-mail address: [FOP.Admin@caa.co.uk](mailto:FOP.Admin@caa.co.uk).

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***Recipients of new FODCOMs are asked to ensure that these are copied to their 'in house' or contracted maintenance organisation, to relevant outside contractors, and to all members of their staff who could have an interest in the information or who need to take appropriate action in response to this Communication.***

**Review FOP December 2009**