



SAFETY ALERT 13/2016

Date of Issue: 25th December 2016

SUBJECT:

AMENDMENT NO. 7 TO THE PANS-ATM DOC 4444 – SID/STAR PROCEDURES

REFERENCE PUBLICATION:

CAAP 69 UAE Radiotelephony Standards

CATEGORY:

Attention and Recommendation

REASON:

The purpose of this Safety Alert is to:

- inform about the new PANS-ATM changes with regards to SID/STAR procedures;
- inform about the future changes to CAAP 69; and
- provide recommendation to ATCUs and Aircraft Operators to assess potential hazards introduced by these changes.

APPLICABILITY:

- Air Traffic Services Units (ATSUs)
 - Air Traffic Controllers (ATCOs)
 - Aircraft Operators
 - Flight Crews
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BACKGROUND:

The purpose of this Information Bulletin (IB) is to notify applicable Organisations and its Personnel mentioned under Section “APPLICABILITY” about the Amendment 7 to the 15th Edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) which became applicable on 10th November 2016.

ICAO State Letter [AN 13/2.1-16/54](#) dated 23 June 2016 (Approval of Amendment 7 to the PANS-ATM) presents the adopted amendments to SID/STAR procedures contained in Chapters 6 and 12:

Consequently, the GCAA will amend CAAP 69 UAE Radiotelephony Standards accordingly. **ATTACHMENT A - explains the major changes** (refer to the State Letter for all changes). The future date of applicability of the amended CAAP 69 is: **01st June 2017**.



RECOMMENDATIONS:

Recommendation 1:

Applicable Organisations and its Personnel mentioned under Section “APPLICABILITY” should review and assess the impact to their respective operations of the new changes (ATTACHMENT A refers for the major changes) and mitigate any hazard arising from this new changes, in particular during the following scenarios:

- a) an ATCO communicating with an aircraft whose State of Operator has already enforced AMENDMENT NO. 7 TO THE PANS-ATM DOC 4444 which became applicable on 10th Nov. 2016; and
- b) a Flight Crew holding a UAE Licence communicating with an ATCO who manages air traffic using previous SID/STAR procedure phraseology.

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ATTACHMENT A - MAJOR CHANGES THAT WILL BE INTRODUCED IN CAAP 69 (ALL IS NEW TEXT)

2.13 CLEARANCES ON A STANDARD INSTRUMENT DEPARTURE (SID)

2.13.1 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.
- 2.13.2 If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB TO (level) should be used.
- 2.13.3 When subsequent speed restriction instructions are issued, and if the cleared level is unchanged, the phrase CLIMB VIA SID TO (level) should be omitted.
- 2.13.4 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.
- 2.13.5 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.
- 2.13.6 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 2.13.5 above;
 - b) the cleared level on rejoining the SID in accordance with 2.13.1 above; and
 - c) the position at which it is expected to rejoin the SID.

Phraseology on rejoin instructions:

- A. CLEARED DIRECT (waypoint), CLIMB TO (level), EXPECT TO REJOIN SID [(sid designator)]
[AT (waypoint)]
then
REJOIN SID [(sid designator)] [AT (waypoint)]
- B. CLEARED DIRECT (waypoint), CLIMB TO (level)
then
REJOIN SID (sid designator) AT (waypoint)



2.14 CLEARANCES ON A STANDARD INSTRUMENT ARRIVAL (STAR)

2.14.1 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.
- 2.14.2 If there are no remaining published level or speed restrictions on the STAR, the phrase DESCEND TO (level) should be used.
- 2.14.3 When subsequent speed restriction instructions are issued and if the cleared level is unchanged, the phrase DESCEND VIA STAR TO (level) should be omitted.
- 2.14.4 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.
- 2.14.5 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.
- 2.14.6 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 2.14.5 above;
 - b) the cleared level on rejoining the STAR in accordance with 2.14.1 above; and
 - c) the position at which it is expected to rejoin the STAR.

Phraseology on rejoin instructions:

- A. CLEARED DIRECT (waypoint), DESCEND TO (level), EXPECT TO REJOIN STAR [(star designator)] [AT (waypoint)]
then
REJOIN STAR [(star designator)] [AT (waypoint)]
- B. CLEARED DIRECT (waypoint), DESCEND TO (level)
then
REJOIN STAR (star designator) AT (waypoint)

- END -