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

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.

CONTACT:

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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 -