



SAFETY ALERT 2018-08

Issue 01

Date of Issue: 25th July 2018

SUBJECT:

SID AND STAR PHRASEOLOGY

REFERENCE PUBLICATIONS:

CAAP 69 UAE RADIOTELEPHONY STANDARDS
ICAO PANS-ATM DOC 4444

REASON:

In accordance with ICAO State Letter AN_13/2.1-16/54 dated 23 June 2016, United Arab Emirates (UAE) adopted the approved amendments to SID and STAR procedures contained in Chapter 6 and Chapter 12 of PANS-ATM Doc 4444, and consequently incorporated these procedures into the Civil Aviation Advisory Publication (CAAP) 69 "UAE RADIOTELEPHONY STANDARDS", which was effective on 01 February 2018.

Clearances on a Standard Instrument Departure (SID) and Standard Instrument Arrivals (STAR) are comprehensively described in CAAP 69, 2.13 and 2.14 as well as in PANS-ATM Doc 4444, 6.3.24 and 6.5.2.4.

Since the introduction of the new SID and STAR phraseology, there has been a significant improvement in SID/STAR compliance, however some deviations (e.g. level busts) continue to occur, where aircraft are descending below or climbing above the ATC cleared level when issued a clearance to "**CLIMB VIA SID TO (level)**" or "**DESCEND VIA STAR TO (level)**" respectively. Some of these incidents have resulted in infringements of airborne separation minima.

This Safety Alert is published to ensure that Air Navigation Services Providers apply correct SID and STAR phraseology, and that Aircraft Operators operating within Emirates FIR understand the meaning and requirement of SID and STAR phraseology used by Air Traffic Control (ATC).

RECOMMENDATIONS:

Recommendation No.1:

ANSPs should ensure that the new SID and STAR phraseology is incorporated into unit procedures and a process established to monitor compliance with the applicable phraseology.

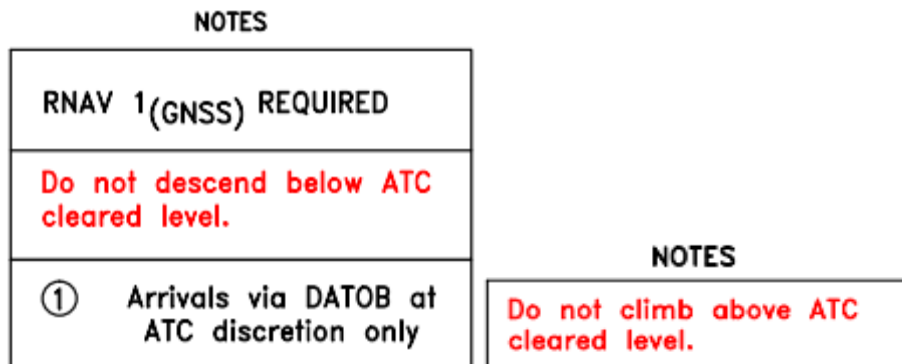
Recommendation No.2:

Aircraft Operators should ensure:

- a) Compliance with the new SID and STAR phraseology requirements;



- b) That descent on a STAR and climb on a SID is **ALWAYS** subject to ATC cleared level. Compliance with all charted restrictions at or above (or below for SID) the ATC cleared level shall be adhered to. The following is an illustration indicated on SID and STAR charts:



When instructed to “**CLIMB VIA SID TO (level)**” or “**DESCEND VIA STAR TO (level)**”, aircraft shall climb or descend only to the level they have been cleared by ATC, and must comply with all intermediate published restrictions until reaching the cleared level issued by ATC.

*Example: Where a STAR includes a requirement to pass a waypoint, e.g. “not below 6,000ft” (displayed as “6000”), that does **NOT** constitute clearance to descend to 6,000ft. If the cleared level is above 6,000ft, e.g. 8,000ft, the cleared level issued by ATC must be complied with including any restrictions at or above the ATC cleared level, regardless of other level requirements below the ATC cleared level. If the cleared level is below 6,000ft, the restriction to cross that waypoint not below 6,000ft must be complied with prior to resuming descent to the cleared level issued by ATC.*

- c) clearance to fly a STAR does not constitute approach clearance, nor does it constitute clearance to descend below the level issued by ATC. Equally, clearance to fly a SID does not constitute clearance to climb above the level issued by ATC.
- d) In **ALL** instances, ATC cleared level overrides published level restrictions on the charts. Where the ATC clearance does not enable compliance with the SID/STAR, Flight Crew shall contact ATC for clarification.

Note: The above also applies for speed restrictions.

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