

**PROCEDURES AND PHRASEOLOGY CONCERNING LEVEL RESTRICTIONS ASSOCIATED WITH STANDARD INSTRUMENT DEPARTURES.****1 Introduction**

1.1 Edition 15 (November 2007) of ICAO Doc 4444 (PANS-ATM) introduced revised procedures and phraseology associated with climb and descent instructions issued to aircraft following a SID or a STAR. The purpose of this Circular is to inform pilots of the UK procedures and phraseology, which are at variance to those published by ICAO, and to provide update on recent ICAO developments.

2 Current ICAO Procedures

2.1 Under the ICAO procedures, when receiving subsequent climb/descent instructions, aircraft following a SID/STAR shall continue to follow the published vertical profile of the SID/STAR, unless the procedure is explicitly cancelled by ATC. However, the ICAO changes do not affect level clearances provided to aircraft in other phases of flight where, unless reiterated, any new clearance cancels a previously issued level restriction.

3 UK Procedures

3.1 UK CAA **has not** implemented the ICAO change; therefore UK procedures are at variance to those published in ICAO Doc 4444.

3.2 Within UK airspace, for **all** stages of flight, instructions to climb or descend cancel any previous restrictions, unless the restrictions are reiterated as part of that instruction. Additionally, for aircraft on a SID, the word 'now' is added to climb clearances above the SID profile, to highlight that the SID vertical profile is no longer applicable.

eg 'Jet 123 climb now FL 120' means that the aircraft should climb directly to FL 120, ignoring the vertical profile of the SID.

3.3 Levels to be flown on UK STARS areas directed by ATC, although the relevant charts contain level information for planning purposes; therefore, no additional phraseology is necessary.

4 ICAO Safety Review

4.1 As a result of safety concerns regarding the revised Doc 4444 procedures, ICAO initiated a review to determine the extent and severity of difficulties being encountered. From the State responses, ICAO has identified that their current provisions have not provided the intended simplicity, efficiency, and global standardisation to ensure flight safety. Consequently ICAO has reported that they will be working expeditiously to determine the optimum solution and will coordinate with States, ANSPs and international organizations. Certain parties may be requested to conduct simulations in support of this effort.

4.2 The CAA continues to work with the aviation industry, and in Europe and with ICAO towards a satisfactory solution. When the proposed ICAO solution is promulgated, a UK review will be undertaken to establish if the current ICAO difference can be removed.

5 Further Information

- 5.1 Further information and guidance for operators is contained within FODCOM 09/10, available from: www.caa.co.uk/publications.
- 5.2 Background information on the origin of the ICAO procedure change and CAA actions undertaken can be found at: www.caa.co.uk/ATSDocuments.
- 5.3 Any queries or further guidance required on the content of this Circular should be addressed to:

ATS Enquires
Air Traffic Standards Division
CAA Safety Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 OYR

E-mail: ats.enquires@caa.co.uk