Pilot Briefing:
ICAO Climb Via SID & Descend Via STAR

NBAA Access Committee – Airspace, ATC, & Flight Technologies Working Group

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  - Jeppesen navigation data and charts furnished for this program are for training & familiarization purposes only. They are not to be used for navigation purposes
- Performance-Based Aviation Rulemaking Committee (PARC) Pilot and Controller Procedures & System Integration (PCPSI) Working Group
- FAA’s PBN Policy and Support Group
- FAA Flight Standards - Performance Based Flight Systems Branch (AFS-470)
- Nav Canada
ICAO

Previous Standard

- Procedures for Air Navigation Services (PANS) – Air Traffic Management (ATM) Document 4444 is the ICAO Standard & Recommended Practices (SARP) for air traffic control

- Until recently, PANS-ATM 4444 required compliance with published altitude and speed restrictions on SIDs and STARs when the aircraft was cleared to climb or descend on the departure or arrival:
  - SIDs:
    When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in a SID, the aircraft shall follow the published vertical profile of a SID, unless such restrictions are explicitly cancelled by ATC.
  - STARs:
    When an arriving aircraft on a STAR is cleared to descend to a level lower than the level or the level(s) specified in a STAR, the aircraft shall follow the published vertical profile of a STAR, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be applied.
ICAO “Climb Via SID” & “Descend Via STAR”

• “Climb Via SID”:
  – “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.”

• “Descend Via STAR”:
  – “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.”
ICAO Climb Via SID & Descend Via STAR

Effective 10 November 2016 Revision To PANS-ATM 4444

• SID/STAR phraseology allows ATC and aircrew to communicate and understand detailed clearance information that would otherwise require long and potentially complex transmissions.

• Over time, these benefits have been eroded through the development of non-harmonized practices and different meanings being attached to certain elements of SID/STAR phraseology.

• Consequently, there may be a mismatch between ATC and aircrew expectations when SID/STAR phraseology is used, and what certain terms may mean. This presents a safety risk that requires a renewed effort to adopt harmonized SID/STAR phraseology
ICAO Core Phraseology
Effective 10 November 2016

The core phraseologies are:
- CLIMB VIA SID TO (level)
- DESCEND VIA STAR TO (level)

These require the aircraft to:
1. Climb/descend to the cleared level in accordance with published level restrictions;
2. Follow the lateral profile of the procedure; and
3. Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

Phraseologies for removal of speed or level restrictions:
- CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S)
- DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s))

These phraseologies mean that:
1. The lateral profile of the procedure continue to apply and
2. Speed or level restrictions which have not been referred to will continue to apply.
ICAO Core Phraseology
Effective 10 November 2016

Phraseologies for variations to lateral profile of the SID/STAR:
- PROCEED DIRECT (waypoint), or
- VECTORING
These phraseologies mean that:
Speed and level restrictions associated with the bypassed waypoints are cancelled.

Phraseology to return to SID/STAR:
- REJOIN SID/STAR
This phraseology means that:
Speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.
What Has Not Changed

• Use of CANCEL SPEED RESTRICTION applies only to the speed restrictions associated with the SID or STAR procedure. It does not cancel other speed restrictions such as the speed limits detailed at ICAO Annex 11 Chapter 2 and Appendix 4.

• The requirement for a QNH altimeter setting to be included in the descent clearance when first cleared to an altitude below the transition level, except when it is known that the aircraft has already received the information (PANS-ATM 4.10.4.5 refers), does not change.

• The terrain clearance responsibilities prescribed in ICAO Doc 4444 (PANS-ATM) 8.6.5.2 do not change.

• And finally, while pilots and ATS providers are expected to comply with the revised phraseology, in unusual or unforeseen circumstances it may not be possible to apply the phraseology as intended. Should this happen, pilots and ATS personnel are still expected to use plain language, which must be as clear and concise as possible.
ICAO Climb Via SID & Descend Via STAR

The Purposes Of This Change

- Provide core phraseology that positively reinforces that the lateral, vertical and speed requirements embedded in a SID or STAR will continue to apply, unless explicitly cancelled or amended by the controller;
- Provide supplementary phraseology that enables any level and/or speed restrictions as local circumstances, practice or procedures permit;
- Harmonize through appropriate phraseology the means by which aircraft must be cleared where variations to the lateral profile are required, such as where waypoints along the procedure are bypassed.
Global State Of Implementation

• Global adoption
• Several States have already implemented
• Additional States will follow in 2017
Global State Of Implementation
Canada – April 27, 2017

• Canada implements Climb Via and Descend Via on April 27, 2017
• With slight exceptions, will follow ICAO PANS ATM 4444
ICAO Climb Via SID & Descend Via STAR
Pilots Take Note…

- The use of a SID designator in a clearance without a cleared level **does not** authorize the aircraft to climb on the SID vertical profile
- The use of a STAR designator in a clearance without a cleared level **does not** authorize the aircraft to descend on the STAR vertical profile
- Pilots must receive a “Climb Via SID” or “Descend Via STAR” clearance to climb/descend on the SID/STAR vertical profile
Pilot Readback

“Climb Via SID” or “Descend Via STAR”

- Controllers must get a readback if specifying “Climb Via SID” or “Descend Via STAR.”
- Readback of “Via STAR” or “Via SID” may result in a different flight path than a “Descend To” or “Climb To” clearance.
# FAA & ICAO Climb Via/Descend Via

## Summary of Differences:

<table>
<thead>
<tr>
<th></th>
<th>USA</th>
<th>ICAO/Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top/Bottom altitudes are charted</td>
<td>Top/Bottom altitudes are charted</td>
<td></td>
</tr>
<tr>
<td><strong>DESCEND VIA EAGUL6 ARRIVAL</strong></td>
<td><strong>DESCEND VIA STAR [TO] (altitude)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>DESCEND AND MAINTAIN (altitude) = DELETE RESTRICTIONS</strong></td>
<td><strong>DESCEND UNRESTRICTED [TO] (altitude)=DELETE RESTRICTIONS ABOVE THE CLEARANCE ALTITUDE</strong></td>
<td></td>
</tr>
<tr>
<td><strong>DELETE SPEED RESTRICTION</strong></td>
<td><strong>SPEED RESTRICTION CANCELLED</strong></td>
<td></td>
</tr>
<tr>
<td><strong>DELETE ALTITUDE RESTRICTION</strong></td>
<td><strong>ALTITUDE RESTRICTION CANCELLED</strong></td>
<td></td>
</tr>
<tr>
<td>DESCEND/CLIMB VIA – Cancels previously issued speed – comply with published speeds</td>
<td>DESCEND/CLIMB VIA – Does not cancel a previously issued speed</td>
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</tbody>
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## FAA & ICAO Climb Via/Descend Via

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<tr>
<td>DESCRIBE VIA</td>
<td>pilot’s discretion descent to meet speed &amp; altitude constraints</td>
<td>DESCRIBE VIA – pilot to begin descent immediately to comply with altitude constraints</td>
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<tr>
<td></td>
<td></td>
<td>NOTE: Canada plans to make DV clearance discretionary to harmonize with US</td>
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<tr>
<td></td>
<td>Uses the STAR/SID name and number with descend/climb via clearances</td>
<td>Does not use specific STAR/SID name with descend/climb via clearances</td>
</tr>
</tbody>
</table>
ICAO Climb Via SID & Descend Via STAR
Briefing Topics

Briefings topics provide scenarios and significant differences between FAA, ICAO, and Canada Climb Via/Descend Via clearances

Please click on the above picture to access the program pertaining to “Climb Via SID”, “Descend Via STAR”, or Additional Information. Within each briefing, you will have the option to return to this menu.

Exit Program
DEDICATED TO THE HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS
ICAO Climb Via SID

“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 Use Of A SID Designator Without A Cleared Level Does Not Authorize The Aircraft To Climb On The SID Vertical Profile
ICAO Climb Via SID

Initial IFR Clearance – On Ground

Standard clearances for departing aircraft shall contain the following items:

- Aircraft identification;
- Clearance limit, normally destination aerodrome;
- Designator of the assigned SID, if applicable;
- Cleared level;
- Allocated SSR code;
- Any other necessary instructions or information not contained in the SID description, (e.g. instructions relating to change of frequency)

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 CLEARED TO XXX, FLIGHT PLANNED ROUTE, DEPART RUNWAY 27, CLimb VIA XXX DEPARTURE TO 5000 FEET, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 128.17”</th>
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<td>“FASTAIR 345 CLEARED TO XXX, FLIGHT PLANNED ROUTE, DEPART RUNWAY 27, CLimb VIA XXX DEPARTURE TO 5000 FEET, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 128.17”</td>
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ICAO Climb Via SID

SID With Altitude Restrictions
Initial ATC Clearance:
“FASTAIR 345 CLEARED TO XXX, (SID NAME) DEPARTURE FLIGHT PLANNED ROUTE, CLIMB VIA SID [TO] (ALTITUDE), DEPART RUNWAY TWO-SEVEN, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 128.17”

SID Without Altitude Restrictions
Initial ATC Clearance:
“FASTAIR 345 CLEARED TO XXX, (SID NAME) DEPARTURE FLIGHT PLANNED ROUTE CLIMB [TO] (ALTITUDE), DEPART RUNWAY TWO-SEVEN, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 128.17″
FAA – ICAO Differences

**FAA**

- Altitude is not issued if “Top Altitude” is published on the SID and pilot is expected to climb to the published “Top Altitude”
  - “Climb Via CONNR Three departure”

- ATC will issue an altitude with the Climb Via clearance only when necessary to issue a different “Top Altitude”
  - “Climb Via CONNR Three departure except maintain one zero thousand”

**ICAO**

- Cleared “level” is always included with a Climb Via clearance
- “Top Altitude” concept is not used
- “VIA” will no longer be used to describe the lateral route clearance
  - FASTAIR 1234, cleared to the Heathrow airport via…
  - Avoid confusion with “Climb Via SID” clearance
ICAO Climb Via SID

Airborne - Climb On A SID With Charted Restrictions

CLIMB VIA SID TO (level):

- Climb to the cleared level and comply with published level restrictions
- Follow the lateral profile of the SID
- Comply with published speed restrictions or ATC-issued speed control instructions as applicable
Context: FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5000 feet.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 CLIMB VIA SID TO FL 100&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;CLIMB VIA SID TO FL 100 FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will climb to FL 100 and comply with all the published speed and level restrictions at or below FL 100.
FAA – ICAO Differences

FAA
- Altitude is not issued if “Top Altitude” is published on the SID and pilot is expected to climb to the published “Top Altitude”
  - “Climb Via CONNR Three departure”
- ATC will issue an altitude with the Climb Via clearance only when necessary to issue a different “Top Altitude”
  - “Climb Via CONNR Three departure except maintain one zero thousand”

ICAO
- Cleared “level” is always included with a Climb Via clearance
- “Top Altitude” concept is not used
ICAO Climb Via SID

Tactical Cancellation Of A Speed Restriction

CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S) AT (point(s)):

• Climb to the cleared level and comply with published level restrictions
• Follow the lateral profile of the SID
• Published speed restrictions are cancelled at the specified point(s).
Context: FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5 000 feet.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 CLimb VIA SID TO FL 080 CANCEL SPEED RESTRICTION AT TRUNK”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>“CLimb VIA SID TO FL 080 CANCEL SPEED RESTRICTION AT TRUNK FASTAIR 345”</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will climb to FL 080 while complying with all the restrictions on the SID at or below FL 080, with the exception of the SPEED restriction at TRUNK.
FAA – ICAO Differences

**FAA**

- Uses “Climb Via, Except” to delete a published speed restriction at a fix.
  - Climb via LEETZ Five departure, except delete speed restriction at HUCKK

**ICAO**

- Cleared “level” **is always** included with a Climb Via clearance
- ICAO uses “CANCEL” vs. “DELETE”
- ICAO uses “AT (point)” to designate the fix where the speed restriction is canceled
ICAO Climb Via SID

Tactical Cancellation Of A Level Restriction

CLIMB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s)):

• Climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled

• Follow the lateral profile of the SID

• Comply with published speed restrictions or ATC-issued speed control instructions as applicable
**Context:** FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5 000 feet.

**ATC clearance and pilot read back**

<table>
<thead>
<tr>
<th>ATC</th>
<th>Pilot</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;FASTAIR 345 CLIMB VIA SID TO FL 070 CANCEL LEVEL RESTRICTION AT DIFLO&quot;</td>
<td>&quot;CLIMB VIA SID TO FL 070 CANCEL LEVEL RESTRICTION AT DIFLO FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will climb to FL 070 and comply with all speed and level restrictions on the SID at or below FL 070, with the exception of the LEVEL restriction at DIFLO.
FAA – ICAO Differences

**FAA**

- Uses “Climb Via, Except” to delete a published altitude restriction at a fix.
  - *Climb via LEETZ Five departure, except delete altitude restriction at ZEETA”*

**ICAO**

- Cleared “level” **is always** included with a Climb Via clearance
- ICAO uses “CANCEL” vs. “DELETE”
- ICAO uses “AT (point)” to designate the fix where the level restriction is canceled
ICAO Climb Via SID

Cancellation of all restrictions below the cleared level

CLIMB UNRESTRICTED TO *(level)* or
CLIMB TO *(level)*, CANCEL LEVEL AND SPEED RESTRICTION(S):

• Climb to the cleared level, published *level restrictions are cancelled*
• Follow the lateral profile of the SID
• Published speed restrictions and ATC-issued *speed control instructions are cancelled*
**Context:** FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5 000 feet.

**ATC clearance and pilot read back**

| ATC | "FASTAIR 345 CLimb UNRESTRICTED TO FL 070"  
|     | or "FASTAIR 345 CLimb TO FL 070 CANCEL LEVEL AND SPEED RESTRICTIONS" |

| Pilot | "CLimb UNRESTRICTED TO FL 070 FASTAIR 345"  
|       | or "CLimb TO FL 070 CANCEL LEVEL AND SPEED RESTRICTIONS FASTAIR 345" |

**Pilot anticipated action**

FASTAIR 345 will climb to FL 070 and is not required to meet the restrictions at FL 070 feet or below.
FAA – ICAO Differences

**FAA**

- "Climb And Maintain" clearance, pilot is expected to vacate current altitude and commence an unrestricted climb to comply with the clearance. For aircraft already climbing via a SID, published altitude restrictions are deleted unless reissued by ATC. *Pilots must comply with published speed restrictions*

- "Delete Speed Restrictions" cancels ATC assigned or published speed restrictions

- FAA equivalent clearance: "Climb and maintain six thousand, delete speed restrictions"

**ICAO**

- Two separate options for phraseology:
  - CLIMB UNRESTRICTED TO *(level)* or
  - CLIMB TO *(level)*, CANCEL LEVEL AND SPEED RESTRICTION(S)

- Cancels *both* published level and published/ATC-assigned speed restrictions

- Cleared "level" **is always** included with a Climb Via clearance
ICAO Climb Via SID

Climb To <Level>

• When no charted restrictions exist, or when there are no other remaining published restrictions, nor remaining level or speed restrictions on the SID, the phrase “CLIMB TO (Level)” or should be used
ICAO Climb Via SID
Proceeding direct to a point on SID

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.
Context: FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5 000 feet.

**ATC clearance and pilot read back**

<table>
<thead>
<tr>
<th>ATC</th>
<th>Pilot</th>
</tr>
</thead>
<tbody>
<tr>
<td>“FASTAIR 345 PROCEED DIRECT PIMOK CLimb VIA SID TO FL 120”</td>
<td>“PROCEED DIRECT PIMOK CLimb VIA SID TO FL 120 FASTAIR 345”</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will proceed direct to PIMOK and climb to FL 120. FASTAIR 345 is not required to comply with the published level or speed restrictions at waypoints being by-passed.

FASTAIR 345 must however comply with all the published level and speed restrictions at and after PIMOK.
FAA – ICAO Differences

**FAA**

- If the fix *has* a published altitude restriction:
  - “Proceed direct DVINE, climb via the Suzan Two departure.”
  - Comply with published restriction at DIVNE
- If the fix *does not* have a published altitude restriction, ATC will assign an altitude to cross the fix:
  - “Proceed direct ROCKR, cross ROCKR at or above one-zero thousand, climb via the BIZEE Two departure.”
- “Top Altitude” is not stated unless changed by ATC:
  - “Proceed direct ROCKR, cross ROCKR at or above one-zero thousand, climb via the BIZEE Two departure, except maintain flight level two three zero”

**ICAO**

- Uses “Climb Via SID”. Will not include procedure by name
- Cleared “level” *is always* included with a Climb Via clearance
ICAO Climb Via SID

Vector flight off a SID

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:

- Reiterate the cleared level
- Provide speed and level restrictions as necessary
- Notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID
Context: FASTAIR 345 has previously been cleared to climb via SID KODAP 1A to 5000 feet and ATC vectors FASTAIR 345 off the SID. ATC intends that FASTAIR 345 to rejoin the SID.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 TURN LEFT HEADING 0-6-0 DUE TRAFFIC CLimb TO FL 080 EXPECT TO REJOIN SID&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;TURN LEFT HEADING 0-6-0 CLIMB TO FL 080 FASTAIR 345&quot;</td>
</tr>
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</table>

Pilot anticipated action

FASTAIR 345 will turn left heading 060° and climb to FL 080. All SID restrictions are cancelled. The pilot will retain the SID in the FMS for future rejoin instructions.
FAA – ICAO Differences

**FAA**

- Phraseology:
  - “Lear four five lima juliet, fly heading zero-two-zero, maintain one two thousand, expect to resume the LEETZ Four departure”
  - “Lear four five lima juliet, deviations left of course approved, maintain one two thousand, expect to resume the LEETZ Four departure at LEETZ”

**ICAO**

- ICAO phraseology “EXPECT TO REJOIN SID”
- Omits the SID procedure name
ICAO Climb Via SID

SID Rejoin Instructions

ATC instructions to an aircraft to rejoin a SID shall include:

• The designator of the SID to be rejoined *unless* advance notification of rejoin has been provided
• The cleared level
• The position at which it is expected to rejoin the SID
Context: FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5 000 feet.

ATC clearance and pilot read back

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<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 TURN LEFT HEADING 0-6-0 DUE TRAFFIC CLIMB TO FL 080&quot;</th>
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<tbody>
<tr>
<td>Pilot</td>
<td>&quot;TURN LEFT HEADING 0-6-0 CLIMB TO FL 080 FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will turn left heading 060° and climb to FL 080. All SID restrictions are cancelled.
Context: FASTAIR 345 was vectored off the SID and was not advised to expect to rejoin SID KODAP 1A. FASTAIR 345 is flying on heading 060° and climbing to FL 080 when ATC instructs FASTAIR 345 to rejoin SID KODAP 1A at PIMOK.

ATC clearance and pilot read back

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<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 PROCEED DIRECT PIMOK REJOIN KODAP 1A DEPARTURE CLimb Via SID TO FL 120&quot;</th>
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<tr>
<td>Pilot</td>
<td>&quot;PROCEED DIRECT PIMOK REJOIN KODAP 1A DEPARTURE CLimb Via SID TO FL 120, FASTAIR 345&quot;</td>
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</table>

Pilot anticipated action

FASTAIR 345 will climb to FL 080, proceed direct to PIMOK to REJOIN KODAP 1A DEPARTURE and comply with all published level and speed restrictions at and after PIMOK. Complying with the restrictions, FASTAIR 345 will climb to FL 120 after PIMOK.
Context: FASTAIR 345 has been provided with ATC clearance and assigned SID KODAP 1A. FASTAIR 345 is airborne and climbing via SID to 5,000 feet.

ATC clearance and pilot read back

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<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 TURN LEFT HEADING 0-6-0 DUE TRAFFIC CLimb TO FL 080 EXPECT REJOIN SID&quot;</th>
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Pilot anticipated action

FASTAIR 345 will turn left heading 060° and climb to FL 080. All SID restrictions are cancelled.
Context: FASTAIR 345 was vectored off the SID and was advised to expect to rejoin SID. FASTAIR 345 is flying on 060° and climbing to FL 080 when ATC instructs FASTAIR 345 to rejoin SID at PIMOK.

ATC clearance and pilot read back

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Pilot anticipated action

FASTAIR 345 will climb to FL 080, proceed direct to PIMOK to REJOIN SID and comply with all published level and speed restrictions at and after PIMOK. Complying with the restrictions, FASTAIR 345 will climb to FL 120 after PIMOK.
FAA – ICAO Differences

**FAA**

- FAA does not use "Rejoin" or "Resume" phraseology in conjunction with a "Climb Via..." clearance.
- "Climb Via" is a clearance to rejoin the SID's lateral path.
- An altitude will not be issued unless it is necessary to change the "Top Altitude":
  - "Proceed direct ROCKR, cross ROCKR at or above one-zero thousand, climb via the BIZEE Two departure, except maintain flight level two three zero"

**ICAO**

- Both "Rejoin SID" & "Climb Via SID" used in the clearance
- If aircraft was not told to expect to rejoin SID, name of the procedure will be included in the clearance:
  - "Proceed Direct PIMOK, Rejoin KODAP 1A Departure, Climb Via SID To FL 120"
- If aircraft was told to expect to rejoin, procedure name is excluded:
  - "Proceed Direct PIMOK Rejoin SID, Climb Via SID To FL 120"
- **A level will always** be issued with the "Climb Via SID" clearance
ICAO Descend Via STAR

“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.”
ICAO Descend Via STAR

Descent Via A STAR With Charted Restrictions

**DESCEND VIA STAR TO (level):**

- Descend to the cleared level and comply with published level restrictions
- Follow the lateral profile of the STAR
- Comply with published speed restrictions or ATC-issued speed control instructions as applicable

“Descend Via STAR To (Level)” Is **NOT** A Pilot’s Discretion Descent. Pilots Must Commence Descent Upon Receipt of Clearance.

Exception: Canada
Context: FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 DESCEND VIA STAR TO 3 000 FEET&quot;</th>
</tr>
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<tbody>
<tr>
<td>Pilot</td>
<td>&quot;DESCEND VIA STAR TO 3 000 FEET FASTAIR 345&quot;</td>
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</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will descend to 3 000 feet and comply with all the speed and level restrictions at or above 3 000 feet.
FAA – ICAO Differences

**FAA**

- “Descend Via” authorizes the pilot to descend **at pilot’s discretion** to meet published restrictions and laterally navigate on a STAR
- “Descend Via” includes the name of the arrival
- “Bottom Altitude” is not provided in the “Descend Via” clearance unless ATC assigns a new “Bottom Altitude”

**ICAO**

- Cleared **level is always** assigned in the “Descend Via STAR” clearance
- Procedure name is not included in the clearance
- “Descend Via STAR” is **not a pilot’s discretion descent clearance**. Pilot’s must begin descent and vacate previously assigned altitude upon acknowledgment of the clearance

  - EXCEPTION CANADA – Canada is harmonizing with FAA’s application of “Descend Via STAR”
ICAO Descend Via STAR

Descent Via A STAR With Charted Restrictions

*WHEN READY* DESCEND VIA STAR TO (level):

- Descend to the cleared level and comply with published level restrictions
- Follow the lateral profile of the STAR
- Comply with published speed restrictions or ATC-issued speed control instructions as applicable
ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 WHEN READY, DESCEND VIA STAR TO 5 000 FEET”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>“WHEN READY DESCEND VIA STAR TO 5 000 FEET FASTAIR 345”</td>
</tr>
</tbody>
</table>

Subsequently...

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 DESCEND VIA STAR TO 3 000 FEET”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>“DESCEND VIA STAR TO 3 000 FEET FASTAIR 345”</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will descend to 5 000 feet when ready while complying with all the speed and level restrictions at 5 000 feet or above. Subsequently, FASTAIR 345 will descend to 3 000 feet and comply with all the speed and level restrictions at or above 3 000 feet.
ICAO Descend Via STAR

Tactical Cancellation Of A Speed Restriction

DESCEND VIA STAR TO \((level)\), CANCEL SPEED RESTRICTION(S) AT \((point(s))\):

- Descend to the cleared level and comply with published level restrictions
- Follow the lateral profile of the STAR
- Published speed restrictions are cancelled at the specified point(s)
Context: FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>Pilot</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;FASTAIR 345 DESCEND VIA STAR TO 2 000 FEET CANCEL SPEED RESTRICTION AT TRUNK&quot;</td>
<td>&quot;DESCEND VIA STAR TO 2 000 FEET CANCEL SPEED RESTRICTION AT TRUNK FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will descend to 2 000 feet while complying with all the restrictions on the STAR, with the exception of the SPEED restriction at TRUNK.
FAA – ICAO Differences

**FAA**

- FAA uses “Delete Speed Restriction at <waypoint>” to delete a speed restriction at a single waypoint.
- When either ATC assigned speed adjustments or published speed restrictions are no longer required, ATC will state “Delete Speed Restrictions”, which deletes all published & ATC-assigned speed restrictions.

**ICAO**

- Uses “Cancel” instead of “Delete”
ICAO Descend Via STAR

Tactical Cancellation Of A Level Restriction

DESCEND VIA STAR TO *(level)*, CANCEL LEVEL RESTRICTION(S) AT *(point(s))*:

• Descend to the cleared level, published level restriction(s) at the specified point(s) are cancelled;

• Follow the lateral profile of the STAR; and

• Comply with published speed restrictions or ATC-issued speed control instructions as applicable
Context: FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 DESCEND VIA STAR TO 2 000 FEET CANCEL LEVEL RESTRICTION AT BATON&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;DESCEND VIA STAR TO 2 000 FEET CANCEL LEVEL RESTRICTION AT BATON FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will descend to 2 000 feet while complying with all the restrictions on the STAR, with the exception of the LEVEL restriction at BATON.
FAA – ICAO Differences

**FAA**

- FAA uses “Delete Altitude Restriction at <waypoint>”
- ATC will restate “Descend Via” and then use “except” or “except maintain” phraseology to modify published restrictions or assign a new bottom altitude
- If altitude restrictions are no longer applicable, the controller issues an amended clearance as follows “Descend and maintain one four thousand”

**ICAO**

- Uses “Cancel” instead of “Delete”
ICAO Descend Via STAR

Cancellation Of All Restrictions Above The Cleared Level

DESCEND UNRESTRICTED TO (level) or DESCEND TO (level), CANCEL LEVEL AND SPEED RESTRICTION(S):

• Descend to the cleared level, published level restrictions are cancelled

• Follow the lateral profile of the STAR

• Published speed restrictions and ATC-issued speed control instructions are cancelled
Context: FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 DESCEND UNRESTRICTED TO 4 000 FEET” or “FASTAIR 345 DESCEND TO 4 000 FEET CANCEL LEVEL AND SPEED RESTRICTIONS”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>“DESCEND UNRESTRICTED TO 4 000 FEET FASTAIR 345” or “DESCEND TO 4 000 FEET CANCEL LEVEL AND SPEED RESTRICTIONS FASTAIR 345”</td>
</tr>
</tbody>
</table>

Subsequently...

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 DESCEND VIA STAR TO 3 000 FEET”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>“DESCEND VIA STAR TO 3 000 FEET FASTAIR 345”</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will descend *unrestricted to 4 000 feet* and is not required to meet the level and speed restrictions above 4 000 feet.
FAA – ICAO Differences

**FAA**

- “Descend And Maintain” clearance, pilot is expected to vacate current altitude and commence an unrestricted descent to comply with the clearance. For aircraft already descending via a STAR, published altitude restrictions are deleted unless reissued by ATC.
- “Delete Speed Restrictions” cancels ATC assigned or published speed restrictions
- FAA equivalent clearance: “Descend and maintain six thousand, delete speed restrictions”

**ICAO**

- Two separate options for phraseology:
  - DESCEND UNRESTRICTED TO (level) or
  - DESCEND TO (level), CANCEL LEVEL AND SPEED RESTRICTION(S)
- Clearance cancels both published altitude restrictions and published/ATC-assigned speed restrictions
ICAO Descend Via STAR

Descend To <Level>

• When no charted restrictions exist, or when there are no other remaining published restrictions, nor remaining level or speed restrictions on the STAR, the phrase or “DESCEND TO (Level)” should be used
ICAO Descend Via STAR

ICAO & Canada

ICAO Descend Via STAR

Proceeding Direct To A Point On STAR

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.
**Context:** FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

**ATC clearance and pilot read back**

<table>
<thead>
<tr>
<th>ATC</th>
<th>“FASTAIR 345 PROCEED DIRECT FRANC DESCEND VIA STAR TO 3 000 FEET”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>“PROCEED DIRECT FRANC DESCEND VIA STAR TO 3 000 FEET FASTAIR 345”</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will proceed direct to FRANC and descend to 3 000 feet. FASTAIR 345 is not required to comply with the published level or speed restrictions at waypoints being bypassed.

FASTAIR 345 must however comply with all published level and speed restrictions at and after FRANC.
FAA – ICAO Differences

**FAA**

- FAA uses the STAR arrival name
- An altitude is not included in the “Descend Via” clearance unless the “Bottom Altitude” is changed by ATC
- An altitude will be assigned to cross the fix that the aircraft is cleared direct to if no altitude restriction is published at the fix:
  - “Proceed direct Denis, cross Denis at or above flight level two zero zero, then descend via the MMELL One arrival.”

**ICAO**

- Cleared **level is always** assigned in the “Descend Via STAR” clearance
ICAO Descend Via STAR

Vector Flight Off A STAR

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:

- Reiterate the cleared level
- Provide speed and level restrictions as necessary
- Notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the STAR
**Context:** FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and ATC vectors FASTAIR 345 off the STAR. ATC intends that FASTAIR 345 will rejoin the STAR.

**ATC clearance and pilot read back**

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 TURN LEFT HEADING 2-6-0 DUE TRAFFIC DESCEND TO 5 000 FEET EXPECT TO REJOIN STAR AT FRANC&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;TURN LEFT HEADING 2-6-0 DESCEND TO 5 000 FEET FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will turn left heading 260° and descend to 5 000 feet. All the STAR restrictions are cancelled. The pilot will retain the STAR in the FMS for future rejoin instructions.
FAA – ICAO Differences

**FAA**

- FAA states the procedure by name:
  - “Gulfstream one echo mike, fly heading one eight zero, descend and maintain one two thousand, expect to resume the DYAMD Three arrival”
  - “Gulfstream one echo mike, deviations left of course approved, descend and maintain one two thousand, expect to resume the DYAMD Three arrival”

**ICAO**

- ICAO phraseology “EXPECT TO REJOIN STAR”
- STAR <Name> is not used
ICAO Descend Via STAR

STAR Rejoin Instruction

ATC instructions to an aircraft to rejoin a STAR shall include:

• The designator of the STAR to be rejoined, unless advance notification of rejoin has been provided
• The cleared level on rejoining the STAR
• The position at which it is expected to rejoin the STAR.
Context: FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 TURN LEFT HEADING 2-7-0 DUE TRAFFIC DESCEND TO 5 000 FEET&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;TURN LEFT HEADING 2-7-0 DESCEND TO 5 000 FEET FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will turn left heading 270° and descend to 5 000 feet. All the STAR restrictions are cancelled.
Context: FASTAIR 345 was vectored off the STAR and was not advised to expect to rejoin DELTA 1B Arrival. FASTAIR 345 is currently flying on heading 270° and descending to 5000 feet when ATC instructs FASTAIR 345 to rejoin STAR DELTA 1B at FRANC.

ATC clearance and pilot read back

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 PROCEED DIRECT FRANC REJOIN DELTA 1B ARRIVAL DESCEND VIA STAR TO 2000 FEET&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;PROCEED DIRECT FRANC REJOIN DELTA 1B ARRIVAL DESCEND VIA STAR TO 2000 FEET FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

Pilot anticipated action

FASTAIR 345 will descend to 3000 feet, proceed direct to FRANC to REJOIN DELTA 1B Arrival and comply with the published level and speed restrictions at and after FRANC. Complying with the restrictions, FASTAIR 345 will descend to 2000 feet after FRANC.
**Context:** FASTAIR 345 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

**ATC clearance and pilot read back**

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 DUE TRAFFIC TURN LEFT HEADING 2-7-0 DESCEND TO 5 000 FEET EXPECT TO REJOIN STAR&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;TURN LEFT HEADING 2-7-0 DESCEND TO 5 000 FEET FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will turn left heading $270^\circ$ and descend to 5 000 feet. All the STAR restrictions are cancelled.
**Context:** FASTAIR 345 was vectored off the STAR, and was advised to expect to rejoin STAR. FASTAIR 345 is currently flying on heading 270° and descending to 5 000 feet when ATC instructs FASTAIR 345 to rejoin STAR at FRANC.

**ATC clearance and pilot read back**

<table>
<thead>
<tr>
<th>ATC</th>
<th>&quot;FASTAIR 345 PROCEED DIRECT FRANC REJOIN STAR DESCEND VIA STAR TO 2 000 FEET&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>&quot;PROCEED DIRECT FRANC REJOIN STAR DESCEND VIA STAR TO 2 000 FEET FASTAIR 345&quot;</td>
</tr>
</tbody>
</table>

**Pilot anticipated action**

FASTAIR 345 will descend to 3 000 feet, proceed direct to FRANC to REJOIN STAR and comply with the published level and speed restrictions at and after FRANC. Complying with the restrictions, FASTAIR 345 will descend to 2 000 feet *after* FRANC.
FAA – ICAO Differences

**FAA**

- FAA does not use “Rejoin” or “Resume” phraseology in conjunction with a “Descend Via” clearance.
- A “Descend Via” authorizes the aircraft to rejoin the STAR’s lateral path.
- An altitude will not be issued unless it is necessary to change the “Bottom Altitude”:
  - “Proceed direct DENIS, cross DENIS at or above flight level two zero zero, then descend via the MMELL One arrival”

**ICAO**

- Both “Rejoin STAR” & Descend Via STAR” used in the clearance
- If aircraft was not told to expect to rejoin STAR, name of the procedure will be included in the clearance:
  - “FASTAIR 345 proceed direct FRANC rejoin DELTA 1b arrival descend via STAR to 2 000 feet”
- If aircraft was told to expect to rejoin, procedure name is excluded:
  - “FASTAIR 345 proceed direct FRANC rejoin STAR descend via star to 2 000 feet”
- A level **will always** be issued with the ”Descend Via STAR” clearance
Canada STAR Chart Changes

Chart Note Removal

• Nav Canada is removing the following chart note from all STARS:

When a lower altitude is issued, pilots shall descend on the STAR profile to the ATC assigned altitude. Charted restrictions above the assigned altitude remain mandatory.

• “Descend Via STAR” replaces this note
ICAO & Canada

Use of “Via” Phraseology

• To avoid potential confusion, “Via” will only be used in conjunction with a “Climb Via SID” or “Descend Via STAR” clearance
• The word “Via” will not be used in any other context for airborne clearance
• The word VIA will no longer be used in conjunction with the route. For example, controllers will no longer say:

  “Cleared To The Quebec Airport Via …”

The word “VIA” will still appear in Controller-Pilot Data Link Communications (CPDLC) messages, however, it is not use it in Direct Controller Pilot Communication (DCPC).
FAA vs. ICAO & Canada

ATC-Assigned Speeds – Significant Difference

• ICAO:
  – ICAO PANS-ATM 4.6.1.2 Speed control instructions shall remain in effect unless explicitly cancelled or amended by the controller.
  – “Climb Via SID” or “Descend Via STAR” does not cancel a previously issued ATC-assigned speed restriction:

• FAA:
  – “Climb Via SID” or “Descend Via <name> arrival” deletes any previously issued ATC-assigned speed restriction. Published speeds now apply
FAA vs. Canada

ATC-Assigned Speeds

• Canada Examples:

A controller applies a speed reduction to 230K. or less, and then subsequently clears an arrival “VIA STAR.” If the first speed restriction on the STAR is 250K at a fix, the 230K ATC speed restriction still applies.

Or…

A controller applies a speed restriction to maintain 300K, and then subsequently clears an arrival “VIA STAR.” If the first speed restriction on the STAR is 250K at a fix, the 300K ATC speed restriction still applies until CARs supersedes this speed assignment.

• In Canada, pilots should inform ATC when they start to reduce speed to conform to the Canadian Aviation Regulations (CARs)
FAA vs. Canada Only
“Resume Normal Speed”

• Canada:
  – To cancel an ATC-assigned speed restriction, ATC will inform the pilot to “Resume Normal Speed”.
  – This will ensure that upcoming speed restrictions on the SID/STAR will be adhered to. When applicable, normal speed implies “published” speeds.
  – SID/STAR published speeds apply after “Resume Normal Speed”

• FAA:
  – Cancels ATC issued speed restrictions and instructs pilot to return to normal aircraft speed where no restrictions are published. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.
FAA vs. ICAO

Additional Differences

**Initial Contact Phraseology**

- **ICAO:**
  - Pilots must provide the phrase “Climb Via SID” or “Descend Via STAR” and the cleared level on initial contact

- **FAA:**
  - Pilots must only provide the cleared altitude/flight level when any ATC-assigned restrictions are not published on the procedure
  - If ATC does not assign an altitude with a “Climb Via” or “Descend Via” clearance, the assigned level is not used on initial contact
ICAO vs. Canada

Additional Differences

- **ICAO:**
  - Climb Via SID and Descend Via STAR are not “when ready” or “at pilot’s discretion” instructions
  - Pilots must vacate previously assigned altitudes and climb/descend to meet the next published restriction

- **Canada**
  - Climb Via SID and Descend Via STAR are “when ready” instructions
  - Pilots may begin climb/descend at their discretion
8.6.5.2 When vectoring an IFR flight and when giving an IFR flight a direct routing which takes the aircraft off an ATS route, the controller shall issue clearances such that the prescribed obstacle clearance will exist at all times until the aircraft reaches the point where the pilot will resume own navigation. When necessary, the relevant minimum vectoring altitude shall include a correction for low temperature effect.

8.6.5.5 In terminating vectoring of an aircraft, the controller shall instruct the pilot to resume own navigation, giving the pilot the aircraft’s position and appropriate instructions, as necessary, in the form prescribed in 8.6.4.2 b), if the current instructions had diverted the aircraft from a previously assigned route.
Controllers may need to provide vectors to re-intercept a STAR after the aircraft has been vectored off of the STAR. Controllers must add the via STAR phraseology if there are published restrictions remaining on the STAR after the aircraft re-intercepts.

"WestJet One-Two-Three, Turn right heading zero-three-zero, intercept LATTTS Two arrival Descend Via STAR four thousand"
FAA – Canada Differences

FAA
• FAA procedures are to clear an aircraft direct to a waypoint, then clear the aircraft to “Climb Via” or “Descend Via”.

Canada
• May vector to re-join a SID or STAR between two waypoint
Canadian Examples Of “Descend Via STAR”
Vector Followed By Direct-To Clearance to Rejoin STAR

**Initial ATC Clearance:**
“Air Canada One-Two-Three, Vectors For Sequence Turn Left Heading Three Five Zero, Descend To One Two Thousand, Expect To Re-intercept The STAR in Nine Miles.”

**Subsequent ATC Clearance:**
“Air Canada One-Two-Three Proceed Direct EBLUN, Descend Via GOVIT Six, Three Thousand.”

- Proceed Direct To EBLUN
- Speed At Pilot’s Discretion In Descent
- However, Comply With 200KT Speed Restriction At EBLUM
- Cross EBLUM At Or Above 3500’
Subsequent ATC Clearance:

"Air Canada One-Two-Three Recleared IMEBA Two Arrival, Killaloe Transition, Proceed Direct BETUL, Descend Via STAR Five Thousand"

- Proceed Direct BETUL To Join The New STAR Transition;
- Descend When Ready To The To 5000’
- Comply With The Published Altitude Restrictions
- Comply With Published Speed Restrictions
- Comply With The STAR Charted Airspeed Restrictions
Vector, Followed By An Assigned Heading And Clearance To Re-Intercept The STAR

**Initial ATC Clearance:**
“WestJet One-Two-Three Vectors For Sequence Turn Right Heading One Nine Zero, Descend To One Six Thousand, Expect To Re-intercept The STAR in Sixty Miles.”

**Subsequent ATC Clearance:**
“WestJet One-Two-Three Turn Right Heading Two Four Zero, Intercept BIRKO Three Arrival Descend Via STAR Eight Thousand.”

- Fly Heading 240
- Speed At Pilot’s Discretion In Descent
- Intercept BIRKO Three STAR
- Comply With Published Speed Restrictions
- Comply With Published Altitude Restriction Until Level At 8000’

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Initial ATC Clearance:
“WestJet One-Two-Three Cleared BIRKO Three Arrival, UDPAV Transition, Maintain Speed Two Seven Zero Knots”

Subsequent ATC Clearance:
“WestJet One-Two-Three, Descend Via STAR Eight Thousand”

- Laterally Navigate The BIRKO Three STAR, UDPAV Transition
- Comply With Published Altitude Restriction Until Level At 8000’
- Maintain Speed Of 270KT
- At 10,000’ ASL (MSL), Reduce Speed To 250KT
- Advise ATC Of The Speed Reduction
- Maintain Speed 250KT
Speed Reduction Required by Canada CARs –
200KT Below 3,000 Feet AGL Within 10 Nautical Miles Of A Controlled Aerodrome Unless Authorized To Do So In An Air Traffic Control Clearance

Initial ATC Clearance:
“WestJet One-Two-Three Cleared BIRKO Three Arrival, UDPAV Transition, Descend Via STAR Eight Thousand”

Subsequent ATC Clearance:
“WestJet One-Two-Three, Maintain Speed Two Three Zero Knots”

- Laterally Navigate The BIRKO Three STAR, UDPAV Transition
- Comply With Published Altitude Restriction Until Level At 8000’
- Maintain Speed Of 230KT Until Cancelled By ATC Or Approach Clearance Is Issued
- Do Not Reduce Airspeed To 200KT Within 10 NM of Airport
Speed Reduction Required by Canada CARs – Descend Unrestricted

Initial ATC Clearance:
“WestJet One-Two-Three Cleared BIRKO Three Arrival, UDPAV Transition, Descend Unrestricted Six Thousand”

- Laterally Navigate The BIRKO Three STAR, UDPAV Transitions
- Descend Unrestricted To 6000’
- Published Altitude Restrictions Are Canceled
- Published Speed Restrictions Are Canceled
- At 10,000’ ASL (MSL), Reduce Speed To 250KT
- Reduce Speed to 200KT Or Less Below 3000’ AGL & Within 10 NM Of CYYC
Canada Training Links

Canada – April 27, 2017

• Aeronautical Information Circular (AIC) published on January 5, 2017

• Detailed training video, featuring NAV CANADA employees and pilots demonstrating the use of the new phraseology in specific scenarios

• ICAO’s website, for information about the global harmonization of phraseology

• For access to NAV CANADA’s lesson plan for internal training, please email sid.star@navcanada.ca

• Questions? Email service@navcanada.ca
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