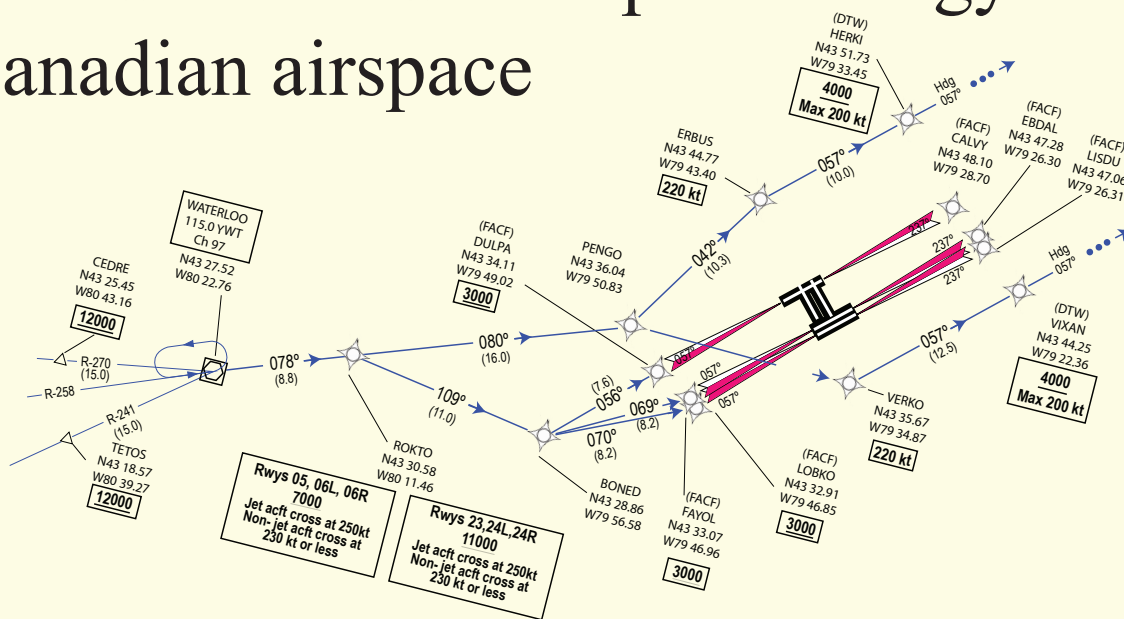


New SID and STAR phraseology in Canadian airspace



Background

On 9 February 2012, in an effort to align its procedure more closely with ICAO procedures set out in PANS-ATM Doc 4444, Nav Canada will implement new Standard Instrument Departure (SID) / Standard Terminal Arrival (STAR) phraseology. This will require aircraft to comply with altitude restrictions published in the relevant SID/STAR **unless this is specifically cancelled by ATC**.

Although approximately 70% of ICAO contracting States have already implemented procedures that comply with the ICAO provisions, a significant number have yet to do so. This inconsistency of implementation has led to uncertainty by flight crews who are unsure if the published SID/STAR level restrictions continue to apply when ATC assigns a new level.

With Canada's implementation of this phraseology further potential for confusion is created especially in cross border operations with the USA since the procedure applied by the US FAA has a number of significant differences as set out below:

ATC Instruction Nav Canada	Required action
VIA (STAR designator) DESCEND TO (altitude) or CLEARED (approach procedure)	Clearance via a STAR authorizes the aircraft to follow the STAR lateral track only. Once ATC issues descent or approach clearance, published altitude restrictions above the assigned altitude remain mandatory unless specifically cancelled by ATC.
(For aircraft already following a STAR) DESCEND TO (altitude)	Published altitude restrictions above the assigned altitude remain mandatory unless specifically cancelled by ATC.
DESCEND TO (altitude), ALL STAR ALTITUDE RESTRICTIONS CANCELLED or DESCEND TO (altitude), ALTITUDE RESTRICTION AT (fix) CANCELLED	Examples of ATC phraseology for cancelling altitude restrictions

<i>ATC instruction FAA</i>	<i>Required action</i>
DESCEND VIA (<i>STAR designator</i>)	Requires the aircraft to navigate laterally and vertically to meet all published restrictions depicted in the STAR.
DESCEND VIA (<i>STAR designator</i>) AND MAINTAIN (<i>altitude</i>)	The aircraft must follow the lateral track of the STAR, however, unless restrictions are re-issued, the aircraft may descend unrestricted to the assigned altitude.
(<i>Aircraft already following a STAR</i>) DESCEND TO AND MAINTAIN (<i>altitude</i>)	Unless restrictions are re-issued, the aircraft may descend unrestricted to the assigned altitude.
COMPLY WITH RESTRICTIONS	Requires the aircraft to comply with published restrictions and may be used in lieu of re-issuing individual restrictions.

Unpublished restrictions

In both systems unpublished altitude restrictions issued by ATC must be repeated or confirmed in conjunction with subsequent altitude instructions in order to remain in effect.

Recommendations

- ▶ If the FAA is providing ATC service, follow FAA procedures (even if you are in Canadian airspace)
- ▶ If Nav Canada is providing ATC service, follow the Nav Canada procedure (even if you are in US airspace)
- ▶ Don't assume; ask! When in doubt ask ATC for clarification.