

## DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

### FINAL DISPOSITION

**ORDER/PUBLICATION:** 7110.65U

**CHANGE:** 2

**EFFECTIVE DATE:** March 7, 2013

**TRACKING #:** 52- 4-4-2

**SPECIALIST/ROUTING:** James Arrighi AJV-14 (202) 385-4680

#### **1. PARAGRAPH NUMBER AND TITLE:**

4-4-2. ROUTE STRUCTURE TRANSITIONS

**2. BACKGROUND:** The Air Traffic Control Procedures and Phraseology Action Team (ATCPP) is a working group under the Performance Based Operations Aviation Rulemaking Committee (PARC) established to address RNAV and required navigation performance implementation issues and propose action to the FAA. The ATCPP is composed of air traffic, aviation industry, and human factors subject matter experts. The ATCPP reviews, assesses, and proposes changes to ATC procedures and phraseology and is tasked with incorporating those changes into FAA Order JO 7110.65, the AIM, and AIP.

With the increased development of procedures with published speed and altitude restrictions (for example, SIDs and standard terminal arrivals), the ATCPP has validated an operational need to provide expanded guidance on existing route transition procedures using "climb via" phraseology as was previously done for descend via phraseology. This is the result of evaluations of procedure implementations and extensive field input. The "climb via" concept and phraseology were validated through human factors testing at the FAA William J. Hughes Technical Center in 2006. Current phraseology has proved inadequate and cumbersome for ATC to clear aircraft onto a procedure, to resume a procedure, or to simultaneously instruct pilots that compliance with speed and altitude restrictions is required. Assignment of procedures has resulted in misunderstandings, misapplications, and misinterpretations of current guidance for ATC when assigning or terminating speed and altitude adjustments. This frequently results in discussion between pilots and ATC to confirm the intention of clearances.

**3. EXPLANATION OF CHANGE:** This change incorporates guidance on the use of "Climb via" (CV) phraseology for route transitions and/or the assignment of SID/RNAV SID procedures incorporating speed and altitude restrictions. The CV phraseology is incorporated for departure operations, consistent with existing "descend via" phraseology. This change cancels and incorporates N JO 7110.584, "Climb Via" and "Descend Via" Procedures and Phraseology, effective August 15, 2012.

#### **4. CHANGE:**

##### **OLD**

4-4-2. ROUTE STRUCTURE TRANSITIONS

Title thru a

b. Assign a SID/STAR/FMSP.

Add

Add

Add

##### **NEW**

4-4-2. ROUTE STRUCTURE TRANSITIONS

No change

b. Assign a SID/STAR **or clear departing or arriving aircraft to climb or descend via a SID/RNAV SID/STAR/RNAV STAR..**

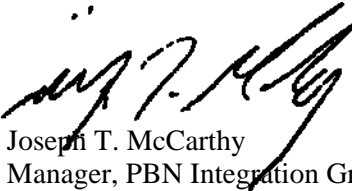
**PHRASEOLOGY-**  
**CLIMB VIA (SID/RNAV SID).**  
**DESCEND VIA (STAR/RNAV STAR).**

**EXAMPLE-**  
**"Climb via the Dawgs Four departure."**  
**"Descend via the Eagul Two arrival."**

**REFERENCE-**  
**FAAO JO 7110.65, Para 4-5-7, Altitude Information.**

No further changes to paragraph.

5. **INDEX CHANGES:** None
6. **REFERENCE CHANGES:** None
7. **GRAPHICS:** None
8. **GENOT/NOTICE:** N JO 7110.584, "Climb Via" and "Descend Via" Procedures and Phraseology, effective August 15, 2012
9. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 10/5/2011
10. **SAFETY RISK MANAGEMENT:** (Check appropriate box).
- ☒ SRMD. Proposed change meets full SMS requirements for safety risk assessment.
- ☐ SRMDM. Proposed change is not safety related.
11. **ICAO DIFFERENCES:** YES ☒ NO ☐

  
Joseph T. McCarthy  
Manager, PBN Integration Group

11/17/2011  
Date:

**ICAO DIFFERENCES IDENTIFICATION FORM****PDG SME:** James Arrighi**DATE:** July 26, 2012**ATO DCP #:** 51-4-4-2**ICAO DIFFERENCE SARP/PANS**

<b>SPECIFIC US REGULATION AND REFERENCE</b>	<b>PANS ATM, ANNEX PROVISION</b>	<b>DESCRIPTION OF DIFFERENCE</b>	<b>REMARKS</b>
FAAO JO 7110.65, Paragraph 4-4-2	PANS ATM Chapter 6 Paragraph 6.3.2.4 and Paragraph 6.5.2.4	FAA has not adopted Edition 15 (November 2007) PANS ATM change regarding climb or descent instructions for aircraft on a SID/STAR. FAA maintains the position of FAAO JO 7110.65, paragraph 4-2-5 "When route or altitude in a previously issued clearance is amended, restate all applicable altitude restrictions." FAA position is to not distinguish between charted restrictions and any other clearances.	Climb Via and Descend Via clearances were designed ( in conjunction with industry users ) to offer greater flexibility and effectiveness in amending restrictions on SIDS/STARS. Proposed changes pertaining to GNSS not covered in PANS ATM.

**DIFFERENCE CATEGORY:** B – different in character or other means of compl**DETERMINATION OF DIFFERENCE:** YES ☒ NO ☐**VALIDATOR NAME:** James Arrighi**VALIDATOR PHONE:** (202) 385-4680