

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.585

Effective Date:
August 15, 2012

Cancellation Date:
March 7, 2013

SUBJ: Speed Adjustment

1. Purpose of This Notice. This notice amends procedures contained within Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, and clarifies existing speed assignment methods for assignment of standard instrument departure (SID)/area navigation (RNAV) SID and standard terminal arrival (STAR)/RNAV STAR procedures with published speed restrictions. This notice also clarifies the definition of “resume normal speed” and introduces the term “resume published speed” to the Pilot/Controller Glossary (PCG).

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, Mission Support, and System Operations; and all associated air traffic control facilities.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.

4. Procedures.

a. Amend the following paragraphs in FAA Order JO 7110.65, to read as follows:

5-7-1. APPLICATION

Keep speed adjustments to the minimum necessary to achieve or maintain required or desired spacing. Avoid adjustments requiring alternate decreases and increases. Terminate speed adjustments when previously specified adjustments are no longer needed.

NOTE through d, no change.

e. Pilots are required to comply with published restrictions on charted instrument flight procedures. If feasible, when issuing speed adjustments to aircraft cleared via a SID/RNAV SID or STAR /RNAV STAR with published speed restrictions, advise aircraft where to resume published speed.

Subparagraph e, re-letter to f.

5-7-2. METHODS

Title through d, no change.

e. When issuing speed or altitude adjustments or combined speed/altitude adjustments in conjunction with a clearance to climb or descend via charted procedures with published speed and/or altitude restrictions, specify the point at which the restriction begins, ends, or changes the charted restrictions.

PHRASEOLOGY-

CROSS (fix/waypoint) AT (altitude/speed) THEN CLIMB/DESCEND VIA (SID/RNAV SID/STAR/RNAV STAR).

MAINTAIN (speed) UNTIL (fix/waypoint) THEN CLIMB/DESCEND VIA (SID/RNAV SID/STAR/RNAV STAR).

CLIMB/DESCEND VIA (SID/RNAV SID/STAR/RNAV STAR), EXCEPT AFTER (waypoint) MAINTAIN (assigned speed/altitude).

EXAMPLE-

“Cross Alisa at one zero thousand and two two zero knots, then climb via the TIMMY One departure.”

“Maintain two two zero knots until BALTR then descend via the BALTR One arrival.”

“Descend via the KEPEC Two arrival, except after NIPZO maintain one eight zero knots.”

REFERENCE-

FAAO JO 7110.65, Para 2-4-17, Numbers Usage

FAAO JO 7110.65, Para 4-5-7, Altitude Information

FAAO JO 7110.65, Para 5-7-1, Application

5-7-4. TERMINATION

Advise aircraft when speed adjustments are no longer needed.

PHRASEOLOGY-

RESUME NORMAL SPEED.

a. Advise aircraft to resume normal speed when ATC-assigned speed restrictions are no longer required and no published speed restrictions apply.

NOTE-

“Resume normal speed” does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.

b. Instruct aircraft to comply with restrictions applicable to the charted procedure or route being flown or when joining or resuming a procedure or route with published speed and altitude restrictions.

PHRASEOLOGY-

COMPLY WITH RESTRICTIONS

REFERENCE-

FAAO JO 7110.65, Para 5-6-2, Methods.

c. Advise aircraft to resume published speed when aircraft are cleared to climb or descend via a charted instrument flight procedure that contains published speed restrictions.

PHRASEOLOGY-

RESUME PUBLISHED SPEED

REFERENCE-

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

d. Advise aircraft when published speed restrictions on a charted instrument flight procedure are no longer required.

PHRASEOLOGY-

DELETE SPEED RESTRICTIONS

NOTE-

Speed restrictions may be published on charted procedures for ATC purposes or to meet procedure development criteria. When deleting published restrictions, ATC is responsible for obstacle clearance and airspace containment until aircraft are established on a route where no published restrictions apply. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.

REFERENCE-

FAAO JO 7110.65, Para 5-7-1, Application.

b. Amend the following paragraphs in the Pilot/Controller Glossary to read as follows:

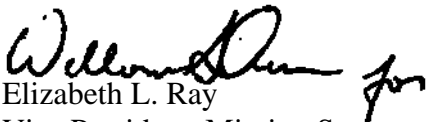
RESUME NORMAL SPEED - Used by ATC to advise a pilot to resume an aircraft's normal speed. It is issued to terminate a speed adjustment where no published speed restrictions apply. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.

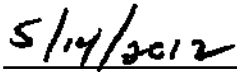
RESUME PUBLISHED SPEED - Used by ATC to advise a pilot to resume published speed restrictions that are applicable to a SID/STAR or other instrument procedure. It is issued to terminate a speed adjustment where speed restrictions are published on a charted procedure.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

6. Background. The Air Traffic Control Procedures and Phraseology Action Team (ATCPP) works under the Performance Based Operations Aviation Rulemaking Committee. This group was established to address RNAV and required navigation performance implementation issues and propose action to the FAA. Composed of air traffic, aviation industry, and human factors experts, the ATCPP reviews, assesses, and proposes changes to air traffic control (ATC) procedures and phraseology. It is also 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 STARs), the ATCPP has validated an operational need to better define how ATC terminates speed adjustments. This is the result of evaluations of procedure implementations and extensive field input. The current phraseology, "resume normal speed," has proved inadequate as the sole published means of speed adjustment termination. It has resulted in misunderstandings, misapplications, and misinterpretations of current guidance for ATC when terminating speed adjustments. In some cases, pilots have interpreted the phraseology "resume normal speed" to mean that they could terminate an ATC speed adjustment and also cancel published speed restrictions on a procedure, returning the aircraft to its normal speed. Consequently, pilots and field facilities have expressed uncertainty of requirements and expectations and requested expanded guidance on speed assignment and termination procedures.


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Date Signed