

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: PCG

CHANGE: 2

EFFECTIVE DATE: March 7, 2013 **TRACKING #:** G2- C- -

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

1. PARAGRAPH NUMBER AND TITLE:

C - Climb Via

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 introduces language defining responsibility of adherence to published altitude and speed restrictions when issued a "climb via" clearance. This change cancels and incorporates N JO 7110.584, “Climb Via” and “Descend Via” Procedures and Phraseology, effective August 15, 2012.

4. CHANGE:

OLD

Add

NEW

CLIMB VIA – Used in an ATC clearance to authorize a pilot to navigate vertically and laterally on a SID or RNAV SID. The pilot is responsible to meet all published speed and altitude restrictions. Climb can be made at the discretion of the pilot.

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

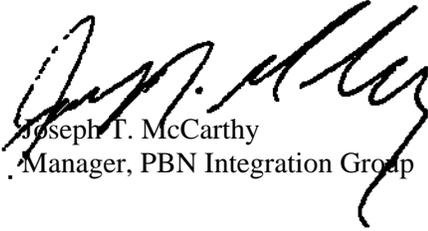
9. FORMATTING & PLAIN LANGUAGE REVIEW: HM 10/5/2011

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

Date: 11/17/2011

ICAO DIFFERENCES IDENTIFICATION FORM

PDG SME: James Arrighi

DATE: July 26, 2011

ATO DCP #: G1-C

ICAO DIFFERENCE SARP/PANS

SPECIFIC US REGULATION AND REFERENCE	PANS ATM, ANNEX PROVISION	DESCRIPTION OF DIFFERENCE	REMARKS
G3-C	None	None	Adds definition of Climb Via to the Pilot/Controller Glossary.

DIFFERENCE CATEGORY: A – more exacting or exceeds ICAO SARP

DETERMINATION OF DIFFERENCE: YES NO

VALIDATOR NAME: James Arrighi

VALIDATOR PHONE: (202) 385-4680