

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: PCG

CHANGE: 2

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

SPECIALIST/ROUTING: James Arrighi AJV-14 (202) 385-4920

1. PARAGRAPH NUMBER AND TITLE:

R - RESUME NORMAL SPEED

R - RESUME PUBLISHED SPEED

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 RNP 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, standard instrument departures [SID] and standard terminal arrivals [STAR]), 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.

3. EXPLANATION OF CHANGE: This change modifies the definition of Resume Normal Speed and introduces the definition of Resume Published Speed. This change cancels and incorporates N JO 7110.585, Speed Adjustment, effective August 15, 2012.

4. CHANGE:

OLD

RESUME NORMAL SPEED - Used by ATC to advise a pilot that previously issued speed control restrictions are deleted. An instruction to "resume normal speed" does not delete speed restrictions that are applicable to published procedures of upcoming segments of flight, unless specifically stated by ATC. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.

Add

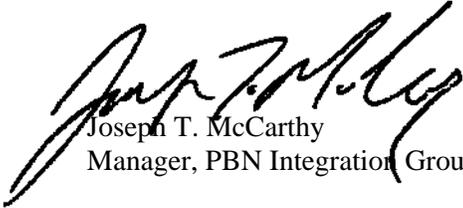
NEW

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.

No further changes to paragraph.

- 5. **INDEX CHANGES:** None
- 6. **REFERENCE CHANGES:** None
- 7. **GRAPHICS:** None
- 8. **GENOT/NOTICE:** N JO 7110.585, Speed Adjustment, effective August 15, 2012
- 9. **FORMATTING & PLAIN LANGUAGE REVIEW:** HM 11/2/2011
- 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: January 7, 2011 **ATO DCP #:** G1- R

ICAO DIFFERENCE SARP/PANS

SPECIFIC US REGULATION AND REFERENCE	PANS ATM, ANNEX PROVISION	DESCRIPTION OF DIFFERENCE	REMARKS
PCG	None	None	Adds definition of Resume Normal Speed and Resume Published Speed to the Pilot/Controller Glossary.

DIFFERENCE CATEGORY: A – more exacting or exceeds ICAO SARP

DETERMINATION OF DIFFERENCE: YES NO

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